



EMPLOYEES' MAGAZINE

The Union Pacific Coal Company
Washington Union Coal Company

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AUGUST, 1931

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ON THE FAMOUS
U. S. PEERLESS SIX-PLY

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"HEAVY DUTY BUILT FOR EXTRA MILEAGE"

THE UNION PACIFIC COAL COMPANY STORES

Rock Springs

"Where your dollar is a Big Boy all the time"

Superior

Reliance

Winton

Hanna

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WASHINGTON UNION COAL COMPANY

VOLUME 8

AUGUST, 1931

NUMBER 8

Forgotten Routes

By EUNICE M. GILBERT

Men look to the East for the dawning things,
for the light of the rising sun,
But they look to the West, to the crimson West,
for the things which are done, are done.
So out of the East they have always come,
the cradle that saw the birth
Of all the heart-warm hopes of man,
and all the hopes of the earth.

And into the waiting West they go,
with the dream-child of the East,
To find the hopes that they hoped of old
are a hundred fold increased.
For here in the East men dream the dreams
of the things they hope to do
And here in the West, the crimson West,
the dreams of the East come true.

—Douglas Malloch.

THE recent achievement of Roy Chapman Andrews, William J. Morden and Bertram Thomas in crossing the hinterland of Asia and the Arabian desert calls back the overland routes from Europe to Asia—trails well nigh out of use for a half a millenium—or since Vasco da Gama sailed around the Horn and discovered that boats could do it better than camels. Trails as ancient as the first stirring of the human race when those fierce, barbaric humans, who were, perhaps, our own prehistoric forbears, first raised themselves from simple savagery toward civilization. For at least this much seems certain, that somewhere on the high plains of Central Asia, long before the increasing aridity of the land forced the dispersion of the more enterprising members of the community into other climes, a civilization was formed out of which was quarried the foundation stones on which to rear the edifice of culture for the rest of the world. These trails became highways thronged with fierce and virile warriors. From these mysterious deserts again and again have emerged these hordes of people at intervals of about 1,000 years. We recall the Scythians who shook Assyria's power and whom the Hebrews referred to as "The Day of the Lord", followed by Medes, Persians, Gauls and Kelts; still later by the Hun who led to the raising of the Chinese wall in the East, and in the West sounded the death knell for the splendid edifice of the Roman imperialism. Again tremendous was the impact of the Mongol in the thirteenth century which swept away all Russian culture, branding it with eastern

manners. In Japan, even today, mothers still threaten their children that, "The Mogu will get you". Thus wave after wave has swept over Europe; Arab, Tartar and Turk at different intervals almost conquering it.

Meanwhile mountainous masses of fable were piled up respecting Asia. Alexander the Great, in 330 B. C.—324 B. C., marching into Asia, brought for the first time some idea of the Eastern world to the Mediterranean. Through his "Hellenizing" scheme the exchange of cultures was begun and gradually over these same desert trails the fabulous wealth of India and China was brought to the attention of the Western world. By long and short hauls, by means of caravan and sea, through the vast stretches of impassable waste between the two continents, the products of the Far East found their way to Asia Minor and the Mediterranean ports. Through such routes trade from India, Persia and China brought spices, oils, gems, etc., regularly to satiate the tastes of the rich and corrupt Romans of the Empire.

Then came the crash of the Huns, as we have seen, followed by the Mongols, a crash not so much in its suddenness as in its completely destructive effects. The trade routes again seethed with warlike tribes as the barren steppes of Asia rained forth invaders. Thereafter the light of Roman culture was moved to Constantinople. Here the one thread of continuity of trade remained unsevered. It became an "entrepot" of trade, drawing its strength from Asia Minor and the West. Thus we find evidence that in the

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Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Company, Rock Springs, Wyoming.

Eunice M. Gilbert, Editor.

Dark Ages there was a slight trade in Europe filtering in from the Orient. A document dated 716 A. D. shows that pepper, cloves, and other spices from the East were used in the rich monastery of Corby in northern France. Jews and Saracens were the carriers of this trade. This does not mean the use of Eastern goods was common. The rarity of such articles is perhaps the reason for their mention.

The Crusades revived the demand in Europe for Eastern luxuries. The Crusaders going home carried tales of luxury of the Saracens and samples of spices or a jewel from a dead Mohammedan's body. Like Lamb's "Dissertation on Roast Pig", once they had burned their fingers in the Crusades and received a taste of Oriental luxury it was not easy to be forgotten. The immediate result was the rise of the Italian leagues of merchants who brought these desired articles from the East to the ever growing body of consumers. After 1200 A. D. when a great Mongol or Tartar Empire was established in inner Asia by Genghis Khan, Europeans began to penetrate Asia seeking aid from the Mongols against the Turk. So we are told:

Ambassadors, missionaries, merchants and explorers made the journey so frequently that a regular guide book was written by an Italian soon after 1300.

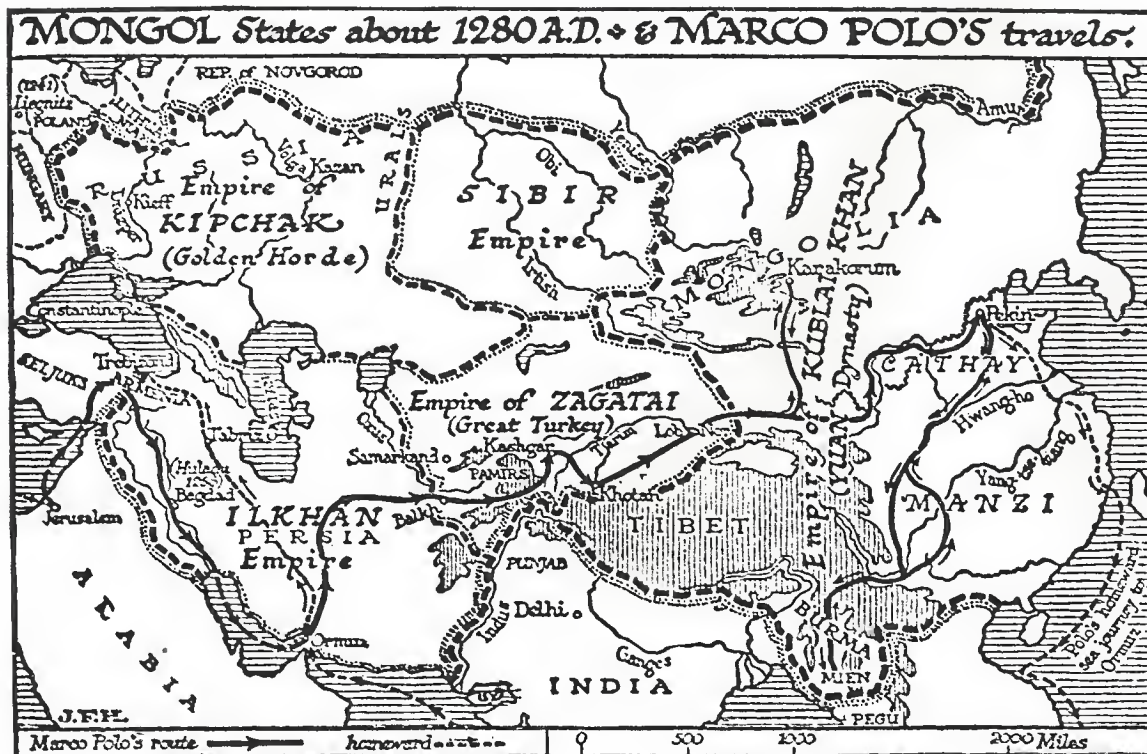
and about the same time Marco Polo returned from a long stay in China.

To Marco Polo the world is indebted—perhaps accidentally rather than through any deliberate bid for fame. Irresistible Marco—who took care to set

down all he had seen, in order that, as he tells us in the prologue of his book:

Great Princes, Emperors, and Kings, Dukes and Marquises, Counts, Knights, and Burgesses and people of all degrees who desire to get knowledge of the various races of mankind and of the diversities of the sundry regions of the World, take this book and cause it to be read by you. For ye shall find therein all kinds of wonderful things, and divers histories of the Great Hermania and of Persia, and of the land of the Tartars, and of India, and of many another country of which our book doth speak, particularly and in regular succession, according to the description of Messer Marco Polo, a very Noble citizen of Venice, as he saw them with his own eyes.

Polo became the medieval Herodotus and extended, as perhaps no other individual ever did for his contemporaries and many a generation following the scope of the world through travel. Most momentous of all, his book fed the divine fire of the hopes and visions of Columbus until they became actualities, for Columbus frequently quoted his book. Yet the classical beauty of Polo's book lies in the fact that he was so far from imagining that he was virtually discovering Asia for the millions of Western Europe. He wrote it because he was vexed with the people who refused to believe. Nevertheless with the greatest story in the world to tell he refuses to bore his readers or to be bored, hence, his book moves as if we could still hear him as he halts and changes his mind while he dictates in prison,



for like Bunyan's "Pilgrim's Progress", this book was the product of a prison. Without the fortune of war which made Polo a prisoner in a sea fight off Curzola between the Venetians and the Genoese in 1298 and clapped him into a cell with the clever Rusticiano from Pisa we might have escaped the happy legacy of these priceless "notes and memoranda". The result is a gorgeous description and wise comment upon lands, that, as modern exploration advances, proves the greatest "nothing new under the sun" document in the annals of history.

Properly speaking the real hero of his book is not Marco Polo at all; but his father and uncle. Nicolo and Marco Polo were Venetian merchants, in the time when the Italian cities commanded the trade of Europe, carrying their wares from Bagdad to London. One Polo brother lived for a time in the Venetian colony in Constantinople, exactly as an American importer might spend some of his time in Buenos Aires. He also owned a house in Soldaia, the main Port of Crimea, again for business reasons. Coming back to Venice as head of the house and business, this Polo, the elder Marco, was replaced abroad by his two younger brothers Nicolo and Maffeo. In 1260 A. D. they sailed from Constantinople across the Black Sea to Soldaia. Once arrived in Soldaia the impetus of the Tartars was already felt in the upset of trade. Not that they were unfriendly to trade, but merely that they were a hindrance on the usual routes. It is not surprising then that the Venetian importers would go inland to investigate, in the hope of buying their leather and furs nearer the source of supply.

Setting out into the Tartar kingdom they visited its capital, Sarai, on the Volga, hence up the river some seven hundred miles to the center of the leather trade, a trail well-known to all traders by repute. Then a war broke out behind them and in a twinkling all was changed from an uncomfortable business trip to an intensely dangerous situation as a foreigner on enemies' territory. Since they had no prospect of getting home the Polos must have reasoned they might as well keep going. Joining a government mission on and on they kept traveling over three thousand miles of mountain and desert. Whence we have our first description of an Asia desert:

The first three days you meet with no water, or next to none, and what little you do meet with is bitter green stuff, so salt that no one can drink it—After those three days of desert you arrive at a stream of fresh water running under ground—You then enter another desert which extends for four days; it is very much like the former except you do see some wild asses.

It took them a year and a half of travel and waiting for snows and floods to subside, so that they might travel, before they arrived at the capital city of the new Tartar empire. At once they were



Messer Marco Polo, with Messer Nicolo and Messer Maffeo, returning from twenty-years' sojourn in the Orient, is denied entrance to the Ca' Polo.

received with especial favor by the alert and progressive conqueror, Kublai Khan.

Already having accomplished the most remarkable journey in history, it was only a prologue to what they were to see on the travels they made during their seventeen year sojourn at the court of the Khan. Here for the first time white man glimpsed behind the magic curtain into the life of Oriental Asia. Marvelous, to the European of that day, must have been the wonders to behold. Drinking cups—our twentieth century decency—were found not only customary, but compulsory.

So also they drink only from drinking vessels, and every man has his own; nor will anyone drink from another's vessel. And when they drink they do not put the vessel to the lips, but hold it aloft and let the drink spout into their mouth.

Neither are anti-spitting ordinances modern, for Marco witnesses observances of them in the royal palace at Peking in the thirteenth century when Kublai Khan's barons, composing themselves, within a half a mile of the palace, to, "the greatest meekness and quiet so that no noise or shrill voices or loud talk shall be heard" entered his presence:

And everyone of the chiefs and nobles carries always with him a handsome little vessel to spit in whilst he remains in the Hall of Audience—for no one dares spit on the floor of the hall and when he has spitten he covers it up and puts it aside.

Again Marco observes the customs of the Tartars:

Their houses are circular and are made of wands covered with felts. These are carried

along with them whither-so-ever they go;—the men all lead the lives of gentlemen troubling themselves with nothing but hunting and hawking—They live on the milk and meat which their herds supply, and on the produce of the chase. They eat all kinds of flesh, including that of horses and dogs and Pharaoh's rats, of which there are great numbers in the burrows on those plains.

Not all of Polo's wanderings revealed a state of civilization of such level as the information loving Kublai Khan maintained. Sent on an official mission to the southwestern interior of China and on to Tibet and Burma, he found people living so savagely that it shocked even an European accustomed to the squalor of a medieval town. For we must not forget that if a Persian or Chinese city was more or less sanitary, a European one at that time would be worse.

Six and one half centuries since Polo's day have come and gone, erstwhile the routes of Asia were abandoned to the nomadic inhabitants after the discovery of the water route. Gradually the European has extended the "white man's" burden around the globe until at last they have met the forgotten trails of Asia again. To the twentieth century, along with the Arctic, Antarctic and Arabian desert, has been left the discovery and exploration of the inner recesses of the hoary old continent. Mystery has clothed these regions for ages and the fascinating narrative of Marco Polo's has only whetted our curiosity as often as it was read. But at last the motor car and airplane have come to dispel these mysteries forever. Explorers have ventured to encroach upon the secrets, and, while much valuable information has been gathered, only hints and half beliefs as to what lay beyond were gathered in questioning the natives.

It is into the vast heart of Central Asia, along dim trails that serve today only to guide rare caravans that the recent explorers, Andrews and Morden, have ventured. Into the Gobi desert and Mongolia, beyond the Pamirs, called by Marco Polo the "roof of the world" and uncrossed by Europeans since his day, they went. Here, heedless of time and unchanged by the intervening centuries, the nomads, who are a mixture, some almost pure Aryan, others quite Mongolian, still live in felt "yurts" and burn yak dung for fuel with butter lamps for light. Yak's milk, dried raisins, apricots and nuts form the chief diet, while famine ever lurks around the corner. Barter is the order of trade, for money would be useless in that they would have no place to spend it.

Their thinking has remained as primitive as their mode of living. To quote Joseph F. Rock:

It was at Kula that the king asked me if we had in America any dragons, and stared at me open mouthed and in wonder when I informed him there was no such animal. 'But what makes the thunder?' he asked, 'is it not the wind blowing under the scales of the dragon; thus ruffling them and causing thunder?'

Thus without the slightest knowledge of the outside world, they are born, live and die in the same place, same skin and almost in the same clothes. What the future holds for these people remains to be seen. Their economic possibilities and natural resources are tremendous. Perhaps it will become the great meat producing region for the Orient. Forests, furs and minerals are likewise important items. Meanwhile, they await a modernized means of communication with the outside world; the time worn trails are obsolete.

But for the present we need only recall the silk culture, porcelains, the knowledge of the magnetic needle, of paper, of printing, of gunpowder, not to mention the lure of stories which Chaucer acknowledged when he said, "Ye are fathers of tales and tidings both of peace and strife", any of which will make us realize our debt to these forgotten highways over which have come so many valuable contributions to our civilization.

Run of the Mine

Can the Coal Industry be Improved Economically?

ON JUNE 11, Mr. John L. Lewis, President, United Mine Workers of America, telegraphed President Hoover to the effect that bituminous coal miners in many sections of the country were being degraded to levels approximating serf labor and that their women and children were suffering inhuman ills. Mr. Lewis made the further statement that the bituminous coal industry was in such a cancerous condition that no help could be expected from its own initiative, urging the President to call a meeting of mine operators and labor representatives for the purpose of attempting to plan a way out.

Mr. Lewis was entirely within the facts when he telegraphed the President as outlined above. Mr. Hoover referred the telegram to Secretary of Commerce Lamont and Secretary of Labor Doak, asking them to advise him relative to the present attitude of those directly concerned in the bituminous coal industry, as to the manner in which the Government might contribute to any movement designed to advance the well-being of the operators and miners.

Secretary Lamont called together fifteen representatives of the industry, who conferred with the two Secretaries in the Department of Commerce Building on July 9. Eleven of the operators present represented non-Union properties, four Union properties, two of these only recently signing up with the Union. Three of the operators employing Union labor expressed the opinion that a further con-

ference open to representatives of the industry and mine labor might develop some helpful line-of procedure, the non-Union operators taking the opposite position.

On July 13 and 14, President Lewis, with a number of his associates, met the two Secretaries in the office of the Secretary of Labor, presenting labor's side of the situation, the Secretary of Labor advising Mr. Lewis that a full report of the proceedings would be furnished President Hoover. The situation, as we view it, is substantially as follows:

While the coal industry may not be in any worse plight than a number of other industries, the fact remains that the working men, and their families, employed therein, are apparently suffering more than other classes of labor, whether engaged in agriculture, the steel, oil, or metal mining industries.

Throughout numerous sections of the country, coal miners are conducting so-called "desperation strikes", this movement largely chargeable to the pitiful conditions under which the miners are compelled to exist. In other instances, the mine workers are being organized and influenced by men of pronounced Communistic tendencies, and in Pennsylvania, Ohio and West Virginia, some human life has been sacrificed, a number of men shot, others beaten and generally abused.

We express the opinion that the coal industry needs and deserves composure and stabilization, and we further suggest the impossibility of establishing even a partially competitive condition, as long as certain unorganized properties continue to pay forty per cent of the wages paid in competing organized properties. It would therefore seem that the first necessary step the Government could take would be that of assembling the facts in authoritative form, both with respect to rates of wages and opportunity afforded for employment. Again, the cost of production and average selling price should be determined by districts, the responsibility for unlivable conditions thereby more definitely fixed.

Doubtless, Mr. Lewis and his associates recommended to the two Secretaries a general extension of Union labor conditions, and it is reasonable to suppose that mine labor will never secure uniformly fair treatment without the aid of a substantial friend at court. The difficulty in putting the theory advanced by Mr. Lewis into effect lies in the unfortunate past record established by the Union, which led not only to unwarranted and excessive demands when same could be enforced, but also to an utter disregard of the rights of the employing company and the consumers who pay the bills.

Again, the Union as it has been carrying on for the past few years in Illinois, a stronghold of the organized bituminous industry, presents very little that savors of encouragement to the well-meaning

non-Union operators who would prefer to work with the Union, paying a fair wage scale. The campaign of blackguardism and vilification, with recourse to the hated injunction on the part of District 12 in the conduct of its fight with President Lewis and the national organization, with the well authenticated stories of the theft of Union funds, represents a somber chapter in Union labor history. It might be interesting to say that one of the men attending this meeting, most friendly to the Union, recently suffered a jurisdictional strike of several weeks' standing in his properties, the men stating emphatically that the strike was not occasioned by differences with the employing company, but that the responsibility for same rested wholly within the Union.

We believe a practical solution of the coal industry's present day problems can only be brought about by establishing a relatively uniform rate of pay in all mines. We do not mean that the same rate should be paid in Alabama or Kentucky that is paid in Wyoming, but there is a certain minimum beyond which men should not be asked to work in or about a coal mine. We have the further thought that the Union will have to develop not only a business attitude, but a new species of organization that will insure fair and responsible treatment for those who enter into contracts with it before Union negotiations will even be entertained by the major number of non-Union properties.

Perhaps this could be best brought about by incorporating the Union, making each local a stockholder, inviting a limited number of coal producers and consumers to sit on the directorate, the control to rest with the Union membership, with a further provision that all major difficulties which could not be settled between groups of employers and the Union in the several districts, be adjudicated by a competent, disinterested, arbitration tribunal.

The present situation is a tragic one. Certainly coal, an industry which lies at the very base of our national prosperity, has enough to contend with in the way of reduced demand and competition with other fuels, without suffering from internecine union warfare which at times approaches the proportions of an inquisition.

The British Dole

WHEN the British dole system bid fair to swamp the Treasury, the Labor Government appointed a Royal commission on unemployment insurance, which has just returned a preliminary report, two labor members of the commission returning a minority report, while agreeing with the majority in the statement that the dole has been a subject of most extraordinary abuses.

The Labor Government has definitely woke up to the fact that the dole has been a much abused privilege, many people refusing to work, preferring the dole instead.

This class includes many thousands of married women, who were without desire to work, and people who are on part time, and who refuse to accept additional time, preferring the combination of part time and dole to an independent wage. Other reforms are to be worked out, including increases in the contributions to be made by both employer and employee, with reductions in the weekly benefits allowed. In addition, several thousand who are physically unfit to work, will be taken off the dole and placed in special institutions conducted for mental and physical incompetents. It is estimated that the reforms agreed upon will save the government about \$150,000,000 per year.

The disposition to promote a dole system in the United States, both directly and indirectly, through special allowances, has received some emphasis in the last two years, but thoughtful people will give due weight to the unfortunate experience of Great Britain.

An Unfortunate Comparison

WE HAVE had occasion to refer to the remarkable progress made in reducing accidents on American railways. The Union Pacific Railway, our parent company, made some more astonishing records in 1930, the number of lost time accidents per million man hours on the various parts of the system shown below:

Los Angeles and Salt Lake.....	1.32
Oregon-Washington Railroad & Navigation Company	1.94
Union Pacific Railroad.....	1.97
Oregon Short Line.....	2.62

In comparison with this rather remarkable performance, we find that the number of accidents per million man hours worked by The Union Pacific Coal Company for the calendar year 1930 were 78.41, and for the Washington Union Coal Company, 62.20.

Speaking more specifically, a car department in a Union Pacific railroad shop worked 300 men for six years and three months without an injury to a man causing the loss of a day's time; another car department worked since August, 1928, without one injury to an employee to cause the loss of a single day's time; another group of 218 men employed in a railroad enginehouse, worked 732 consecutive days without a single lost-time injury; 600 men were employed for two years on a \$5,000,000 station construction project without a single fatality.

Referring to the railroads as a whole, only seven passengers lost their lives in train accidents in 1930,

the lowest number of fatalities ever reported by the Interstate Commerce Commission in any one year. Of the seven, four resulted from a derailment due to obstructions placed on the track by persons unidentified, one death resulted from the derailment of a train by an automobile which had stalled on the track after having been driven off the highway and across the station grounds, the sixth death resulted from a train being derailed due to the expansion of rails caused by the excessive heat last summer, and the seventh resulted from one train backing into another. For each fatality in train accidents in 1930, the railroads carried 101,571,000 passengers.

Another railroad making extraordinary progress in the matter of reducing accidents was the Atlantic Coast Line, the accidents to employees for the years 1923 to 1930, inclusive, shown below:

Year	Casualties	Casualties Per Million Man Hours
1923	1,801	26.95
1924	1,482	22.50
1925	1,548	21.96
1926	1,360	17.74
1927	963	14.05
1928	683	11.21
1929	429	7.38
1930	89	1.66

The mining of coal is distinctly hazardous, and any man who contradicts the statement is either misinformed or wilfully misrepresents the situation, but the fact remains that every other form of industry is making progress while we are either standing still or going back.

The Vale of Glencoe

IN THE northern part of Argyllshire, Scotland, a little valley but ten miles long, slips downward to end in Loch Leven, an arm of the sea. This little valley, known as the "Vale of Glencoe", had, two hundred and fifty years ago, sheltered the clan "Macdonald" for generations.

Then the Scottish people were divided by a religious war. The "Campbell" clan, whose head was the Duke of Argyll, and of which the "Diarmids" were a branch, espoused the cause of Protestantism and the Lowlanders, who supported King William, the Dutch Prince of Orange, against the Stuarts and their Catholic allies. The clan "Macdonald", few in number, were "bitter enders" in their support of the House of Stuart and the Old Church. Allied with the Macdonalds were the Macleans, the Camerons and other highland clans. Eventually all but the Macdonalds took the oath of allegiance to William, the first King of England to be chosen by a Parliament.

Sir John Dalrymple, the Master of Stair, who hated the Catholic Highlanders, ordered Colonel Hamilton with a troop of soldiers, largely Macdiarmids, to exterminate the Macdonald clan. In the closing days of January, 1692, Hamilton's men began their march toward Glencoe. The winter was a bitterly cold one and the invading force asked for shelter which was granted by the unsuspecting Macdonalds. After twelve days of friendly intercourse, at daybreak on the 13th of February, the soldiers who had eaten the porridge and the bannocks of their hosts, fell upon them, murdering thirty Macdonalds in their huts, the remainder escaping under cover of a raging snow storm, to die of cold and hunger in the dark and lonely Vale of Glencoe.

Such is the tradition that lies behind the intriguing story, "Clansmen at an Inn", to be found on another page. The two Englishmen who brought the Scotsmen together in the tavern of Fleet Street, London, failed of understanding the two quarreling Celts, who by natural heritage find only joy in rehearsing the differences of centuries gone; this for the reason that the more practical, everyday Saxon mind never has, and never will, be able to see life through the eyes of his more temperamental fellow Britisher.

Our Mounting Rate of Taxation

WE HAVE heretofore commented on our growing rate of taxation, national, state and local. The latest, most trustworthy figures showing the combined tax collections of state, local and federal governments for the period 1890 to 1928, are shown below. To the figures shown in the three columns should be added six ciphers, which suggests that our total tax bill has increased from \$875,000,000 in 1890 to \$9,289,000,000 in 1928, an increase of 962 per cent.

<i>Fiscal Year</i>	<i>State and Local</i>	<i>Federal</i>	<i>Total</i>
1890	\$ 501	\$ 374	\$ 875
1903	861	521	1,382
1913	1,519	668	2,187
1919	2,965	4,500	7,465
1921	3,933	4,905	8,838
1922	4,015	3,487	7,502
1923	4,202	3,032	7,234
1924	4,619	3,193	7,812
1925	4,918	2,966	7,884
1926	5,398	3,207	8,605
1927	5,722	3,337	9,059
1928	6,095	3,194	9,289

The facts are that the nation is being strangled by taxation; for example, during the first four months of 1931, the railroads of the United States set up for payment of taxes 7.61 per cent of their gross earnings, or 36.73 per cent of their net earn-

ings. Think of this, more than one-third of the net earnings of the combined railway properties required to pay taxes.

The budget for the next fiscal year for the city of Los Angeles exceeded \$47,500,000. When the California legislature was in session a few months ago, an enthusiastic legislator introduced a bill appropriating \$75,000 to buy an airplane for the official use of the Governor of California. The people at home who pay the bills, rose up on their hind legs and the Governor still travels by plane, train or auto, doubtless paid for, however, by the tax payers.

Speaking of the growing mania for public expenditure, it was recently suggested that to reduce taxes, men should be elected pledged to that one duty, and citizens and industrial organizations should then see to it, in council, legislature and congress, that the pledge is made good. Raids on the treasury can be stopped in that way, and in that way only. Councilman, legislator and congressman will forget his pre-election pledges and cease to bluster about great governmental expenditures, when the public, in deadly earnest, tells him what's what.

Ten Minute Talks With Workers

This is the eighth of the series of Ten Minute Talks With Workers, which is reproduced with permission of the "Times", London, England.

THE SANITY OF SOCIETY*

NOTHING is easier than to denounce society. The news printed in any issue of a newspaper will provide a hundred texts for a hundred screeds, all as much alike as the leaves on an oak tree, and none of them helpful. The idle rich are contrasted with the deserving poor—idleness and desert being taken for granted, and the trick is done.

Now, clearly enough, to assert that society is all wrong is to assume that our forebears were all fools, an assumption not to be made lightly. For society as we have it was their work, being in part an unconscious growth from their habits and instincts as human beings, and in part the conscious adaptation of that growth, by lopping and pruning and grafting, to ends deemed to be socially desirable. The task of economic science, the practical result we should like to see issue from its investigations, is to ascertain within what limits further conscious adaptation is desirable and possible.

In the meantime, there is a bigger fact to be observed than the famous "upper ten" at one end of the social scale and the "submerged tenth" at the

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other, and that is the serried ranks in between—millions of men and women and children who do, in one measure or another, enjoy the comforts and amenities of life. If you live in one of our moderate sized towns, which knows not the glaring contrasts of New York or London, and where social phenomena can be seen steadily through a clearer and clearer atmosphere, you will see, if you observe things with an unprejudiced eye that, taking the broad results, men get out of society on an average and in the long run what they put into it. The mechanism of society is sound enough, and the social mind is sane enough, to bring about a fairly close approximation of merit and reward. A man gets what he is worth, and that is all he can rationally expect.

Another point is of great importance. All over the world now, as you ponder over this talk, men are at work for you—planting the coffee you will one day drink, sowing the corn you will one day eat, shearing the wool you will one day wear, curing the tobacco you will one day smoke, and so on indefinitely. You can do none of these things for yourself. Unless they are now done for you, you will, in the short run, be on the rocks. These men do not do these things because they love you. To begin with, they do not even know you. They do them to serve themselves, yet they also serve you. In other words, society is sane enough and clever enough so to organize the self-regarding instincts of man as to produce results that could not be bettered very much at any given moment if men suddenly became what they never will be, absolutely unselfish and altruistic.

OTHER GOOD POINTS OF SOCIETY

Again, as society is now organized, the results of failure come home to those who fail. There are exceptions, to be sure, but the general rule is clear enough. Would you really like it altered? If a friend fails in business you are very sorry, and naturally do all you can to ease his fall and put him on his feet again. "The friendly lead" is a standing tribute to the sweetness in human nature. But, on reflection, you see that the fact that failure comes home to those who fail is a powerful educative factor which society cannot afford to dispense with.

Observe that it is not a question of abrogating the rule. That we could not do if we would, for no legislative legerdemain can make failure into success. The question is, rather, would it be social wisdom to alter it if we could? The answer is clearly in the negative. Society, that is, is sane on this vital matter. Once more, we find it utilizing the basic instincts of the individual, and organizing them for the common good.

Finally, as we can see that the great body of society is all right, we learn that the line of advance is to deal with the part that is admittedly unsound. Nothing said so far implies, or is intended to imply, that undeserved poverty is to blemish forever the fair face of society. Some poverty is the economic result of failure, but most of it is due to want of opportunity. There has been no failure because there has been no chance of success.

It is in dealing with this problem that society has got to make a new and better use of its sanity. We all see that now, and are prepared to follow where the truth leads us. It will not lead us to Bolshevism. So far as that is an attempt to mend the economic fractures of society it has been a grievous failure—a total wreck, not a repairing job.

Passing of Robert S. Wilson

Just as *The Employees' Magazine* was going to press, we learned that Mr. Robert S. Wilson, editor of the *Rock Springs Rocket*, lost his life in Half Moon Lake in the Wind River Mountain district, on Sunday, July 19, in an attempt to rescue a young lady.

Press dispatches indicate that the young lady was rescued by Mr. Ambrose Hamilton, Mr. Wilson most unfortunately losing his life.

Mr. Wilson was a brilliant young man of most lovable character and his many sorrowing friends throughout Wyoming and the west sympathize deeply with his widow and surviving child.

THE CODE OF A KING

King George of England has a private code of conduct, which, at first flush, may seem easy to follow; but, on second reading, may appear a bit difficult of achievement.

The code, which is said to be framed and hung in his bed room, runs as follows:

"Teach me to be obedient to the rules of the game.

"Teach me to distinguish between sentiment and sentimentality, admiring the one and despising the other.

"Teach me neither to proffer nor to receive cheap praise.

"If I am called upon to suffer, let me be like a well-bred beast that goes away to suffer in silence.

"Teach me to win, if I may; if I may not, teach me to be a good loser.

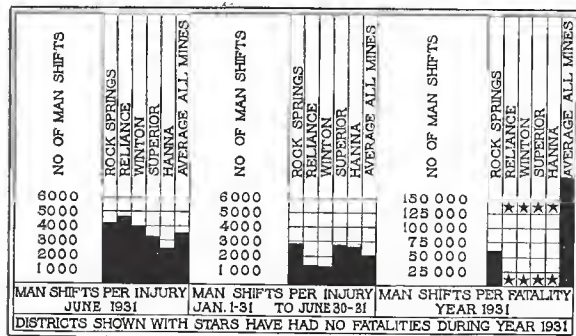
"Teach me neither to cry for the moon nor to cry over spilt milk."

Judge: "Gentlemen of the Jury, have you come to a decision?"

Foreman: "We have, your honor. The jury are all of the same mind—temporarily insane."

Make It Safe

June Accident Graph



WITH the month of June gone by, it is time to take inventory of our accidents for the first half of 1931. Compared with last year's performance it is somewhat better. The following tabulation gives a more comprehensive comparison:

6 M'ths	Accidents	Man-shifts	Man-shifts Per Accident
1930	111	217,552	1,959
1931	90	194,598	2,162
	21 decrease	22,954 decrease	203 increase

For the first 6 months of 1931, we have 21 less accidents but we also have a decrease of 22,954 man-shifts worked. However, the man-shifts per accident increased 203 or 10.36%. While this is not much of an increase, it is much better than showing a decrease which was being done during the first five months of this year.

The fatal accidents have shown a marked improvement. With the ending of June, 1930, four fatalities had occurred on the properties and the corresponding period for 1931 shows one fatality which occurred in March in Rock Springs, Mine No. 8.

The month of June was one of the best months for safety that we have had for some time. Four of the mines, namely, Rock Springs, No. 8 Mine; Winton, No. 3 Mine; Superior "B" Mine and Hanna, No. 2 Mine, worked the entire month without having a compensable injury to report. While Winton and Rock Springs were on vacation for 10 days each during the month, their records could have been badly marred by having several accidents.

There were 9 compensable injuries reported for the month with 31,792 man-shifts worked or 3,532 man-shifts per injury.

In checking over the list of compensable injuries for the 6-month period, a few changes were made

in the number of injuries at three of the districts, namely—Rock Springs that had 21 injuries instead of 24; Reliance 15 instead of 16 and Hanna 12 instead of 11. This list of injuries, as now reported, checks with the compensation department's report. It also made an appreciable difference in the standings of the above named districts. For a time it looked as though Hanna and Superior were going to win the prizes; but with the reduction of three compensable injuries for Rock Springs, the margin was widened slightly, giving them a lead of 76 man-shifts per injury over Superior that ranked second and 299 lead over Hanna that placed third.

It is hoped that June's record is a forerunner of what can be done for each month of the second period that begins July 1st.

It should be remembered by all underground employees that the elimination of lost time accidents gives their section a better chance to win the automobiles that will be given away at the end of the year.

BY MINES		Man-shifts	
Place	Man-shifts	Injuries	Per Injury
Rock Springs No. 4...	2,830	2	1,415
Rock Springs No. 8...	3,462	0	0
Rock Springs Outside	2,145	0	0
Reliance No. 1.....	3,768	1	3,768
Reliance Outside ...	893	0	0
Winton No. 1.....	1,646	1	1,646
Winton No. 3.....	1,357	0	0
Winton Outside	967	0	0
Superior "B"	2,553	0	0
Superior "C"	2,479	2	1,240
Superior "D"	30	0	0
Superior "E"	2,924	1	2,924
Superior Outside ...	1,839	0	0
Hanna No. 2.....	655	0	0
Hanna No. 4.....	2,210	1	2,210
Hanna No. 6.....	167	1	167
Hanna Outside	1,867	0	0

BY DISTRICTS			
Rock Springs	8,437	2	4,219
Reliance	4,661	1	4,661
Winton	3,970	1	3,970
Superior	9,825	3	3,275
Hanna	4,899	2	2,450
All Districts	31,792	9	3,532

PERIOD JANUARY 1 TO JUNE 30, 1931

Rock Springs	59,945	21	2,854
Reliance	21,805	15	1,454
Winton	29,395	23	1,278
Superior	52,787	19	2,778
Hanna	30,666	12	2,555
<i>All Districts</i>	194,598	90	2,162

Can Coal Improve Safety Record?

IT WAS OUR privilege to attend the thirtieth regular meeting of the Rocky Mountain Coal Mining Institute, held in Denver, June 3-5, last. Coal Age, July issue, quotes and correctly, some of the statements made by the writer which may or may not be worth repeating. Among other things we said: "What the coal industry wants is a liquidation of its incompetence more than a liquidation of its wages, and that applies to management as well as men." Coal Age publishes the following further statement:

"In discussion, Eugene McAuliffe, president, Union Pacific Coal Co., asserted that the operations he represented were perhaps among 'the most over-experted, over-examined, and over-inspected in the world', but the safety problem has not been licked, despite the expenditure of hundreds of thousands of dollars. The industry, both management and men, still takes accidents too lightly. 'We have not established a proper attitude of mind. I believe that will come only out of discipline.'

"Discussing the charge that the failure of the industry to make greater progress in accident reduction was due to the increased use of machinery and electrical power, Mr. McAuliffe asserted that in eight years he could recall only one serious accident from electricity at the Union Pacific mines and that one, due to carelessness, occurred outside. These mines use 2,200 volt. 'I question whether there is any more danger in 2,200 volts than there is in 250 volts, because every man knows that a 2,200-volt current is dangerous and he is going to watch it.'

"A two-year study of the relative hazards of hand and mechanical loading based on man-hours of exposure, he continued, indicates that the men attached to the mechanical-loading process enjoyed about 44 per cent more man-shifts per compensable accident than those directly engaged in hand loading. In arriv-

ing at these figures every accident to a man directly or indirectly engaged in mechanical loading is charged to the mechanical processes.

"Reiterating the opinion that management in general is 'not vitally concerned with safety problems,' he added, 'one thing has come to my attention very forcibly: the greatest improvement in accident reductions that has been made recently has been made in non-union territory.'"

If we are mistaken we will be glad indeed to be put aright, but the fact remains that the figures are against us.

Stage First Aid Demonstration

MEMBERS OF TONO'S CHAMPIONSHIP TEAM
GUESTS OF CHAMBER AT WEEKLY
MEETING

THE results of accident prevention work at Tono, northeast of Centralia, were outlined to members of the chamber of commerce at their meeting today by William Hann, superintendent of the Washington Union Coal Company. His talk was in connection with the appearance before the chamber, of Tono's first aid team, which won its recent contest at Rock Springs, Wyoming, with teams of The Union Pacific Coal Company.

"You can't have accident prevention unless you show interest in first aid," said Mr. Hann, "and we have both at Tono."

The mine superintendent said there hasn't been a fatal accident at Tono in four years, and the company's average of fatalities per 1,000,000 tons of coal is one-fifth of the average for the entire state. The normal employment at Tono is between 150 and 200 men, with an annual output of 250,000 tons.

Six years ago the Tono first aid team took second place in an international contest at San Francisco, and during the succeeding five years has finished first three times and second twice in the annual contests at Rock Spring. Present members of the team are Fred Pontin, captain; Bert A. Peterson, Jr., Joe Mossop, J. M. Dowell, Charles Way and Fortunad Yedloutschnig. Pontin and Peterson have been with the team six years.

In the last contest at Rock Springs, Tono scored 498 2/3 points out of a possible 500.

During the meeting today the team put on a first aid demonstration that was pronounced by two physicians to be 100 per cent perfect.

—*Centralia Daily Chronicle*, June 22, 1931.

In winning for the third year the Union Pacific trophy for the best first aid team, the Tono men demonstrated that they had that necessary edge which spells success. It takes pep and practice to bring that.

—*Editorial from "Olympian",
Olympia, Washington.*

The problem of civilization is the problem of establishing good human relationships.

—*Eduard Lindeman.*

A Reminder

The race is on in all districts for the automobiles that are to be given away to the two sections having the best safety records.

Remember that a lost time accident automatically keeps you from competing for these fine awards and at the same time spoils your section's record.

Co-operate with your Section Foreman in eliminating dangerous conditions.

OBEY YOUR SAFETY RULES

Rock Springs Wins Both Prizes for the Period Ending June 30, 1931

THE Rock Springs mines win both prizes that are offered semi-annually to the district or districts that show the greatest number of man-shifts per injury and by showing the largest percentage increase during the six month period over a cumulation period of 5 years.

This is the first time that Rock Springs has won either of the prizes since this method of making awards was inaugurated in 1925. This district has won second place two times and third place once before. Rock Springs' record of 2,854 man-shifts per injury is the second best that has been made since 1925, Superior having a better record of 3,166 man-shifts per injury in 1926.

With a total of 59,945 man-shifts for the period, January 1 to June 30, 1931, Rock Springs had 20 non-fatal and 1 fatal accident or a total of 2,854 man-shifts for each injury. Their percentage increase over the five year period was 68.77%.

Superior is second with 19 non-fatal accidents and 2,778 man-shifts per injury and an increase of 58.74%.

Hanna is third with 12 non-fatal injuries and 2,555 man-shifts per injury with an increase of 29.76%.

The Reliance and Winton districts have a poor record for the period, both showing marked decreases over their five-year periods.

All districts for the period ending June 30th showed 22.77% increase of man-shifts per injury over the five-year period. This is a much better record than was made during the last half of 1930 when there was a decrease of 14.44%.

The Rock Springs, Superior and Hanna districts are to be congratulated on their records made for the period just past.

Rock Springs wins the ornamental clock by showing 2,854 man-shifts per injury and the 100 volumes of fiction by showing the greatest percentage increase, namely 68.77%, over the five-year cumulation period.

The following is a tabulation showing the figures for the five-year period and six-month period, January 1 to June 30, 1931, and in the order they finished.

District	Man-shifts 5-Year Period	Injuries 5-Year Period	Man-shifts Per Injury 5-Year Period	Man-shifts January 1 to June 30, 1931	Injuries January 1 to June 30, 1931	Man-shifts Per Injury January 1 to June 30, 1931	Per Cent Increase or Decrease
Rock Springs ...	720,203	426	1,691	59,945	21	2,854	68.77 Inc.
Superior	533,895	305	1,750	52,787	19	2,778	58.74 Inc.
Hanna	362,262	184	1,969	30,666	12	2,555	29.76 Inc.
Reliance	267,928	166	1,614	21,805	15	1,454	9.91 Dec.
Winton	319,109	170	1,877	29,395	23	1,278	31.91 Dec.
<i>All Districts...</i>	<i>2,203,397</i>	<i>1,251</i>	<i>1,761</i>	<i>194,598</i>	<i>90</i>	<i>2,162</i>	<i>22.77 Inc.</i>

June Injuries

KEEP YOUR NAME OFF THIS LIST

PETE BERNICH—*Loader—Rock Springs, No. 4 Mine.* Foreign body in left eye. While digging at the face a piece of coal flew and struck him in the eye. Goggles would have prevented this injury. All diggers have been furnished goggles and hereafter when it has been found that a man's eyes have been injured on account of him not wearing his goggles, he will be severely disciplined.

JAMES REESE—*Night Foreman—Rock Springs, No. 4 Mine.* Fracture of right little toe. While assisting the rope rider to rerail a car, the track climber or rerailer struck his foot. Hard toed shoes would probably have prevented this injury. Men employed in supervision should

wear protective clothing and be the leaders in getting other men to wear it. Accidents of this kind are absolutely avoidable, more especially to a night foreman.

MILTON SHOEMAKER—*Faceman—Reliance, No. 1 Mine.* Fractured foot. Was pulling down face coal and a large chunk fell on his right foot. Another case where the injured man was not wearing hard toed shoes. This should be a warning for all face men to protect themselves as much as possible by wearing protective clothing that costs no more than the ordinary kind.

WILLIAM KOBBLER—*Machine Runner—Winton, No. 1 Mine.* Infected finger, right hand. While pulling on a mining machine cable, a piece of
(Please turn to page 366)

Clansmen at An Inn

By A. G. M.

I AM an Englishman and a peaceable man, and my friend Hayward is an Englishman too. He also is a man of peace. We both like to live in amity with our neighbours, and we both, until a recent extraordinary incident, have rather prided ourselves upon getting on well with foreigners and understanding their point of view. Our idea was that it only required a little common sense—or shall I say a little English broadmindedness?—to understand the foreigner. But the recent incident gave us a shock, and we have had to revise our opinions a good deal since then. And the curious thing is that the people who gave us this shock spoke English.

What happened was this: Hayward and I have a standing rendezvous in a tavern just off Fleet Street at half-past twelve every day, and all our friends know that we can be found there from that time until one o'clock punctually. One day Hayward brought with him a dark young man whom he introduced as Mr. Campbell, Mr. Murdo Campbell, recently arrived from some place north of Glasgow in search of fame and fortune. We chatted idly of this and that, and drank our beer with satisfaction. The bar was fairly empty, the beer was good, a sound morning's work lay behind us, and Hayward and I were feeling at peace with the world. Then a man came in whom we both knew well, and liked. His name was Macdonald, and he was by profession the London agent of an Aberdeenshire fish-curer. Whether the fish-curer himself made any money out of it we could never discover, but certainly Macdonald did not, and to judge from his description of his employers they had been on the edge of bankruptcy for some time. Mac was a good fellow, and Hayward and I enjoyed standing him an occasional drink or a much-needed square meal. So there we were, the four of us, in a quiet, peaceable Fleet Street tavern, in 1931. "Let me introduce Mr. Campbell, Mac," I said. "Mr. Campbell's come to London to seek his fortune."

"It's not a name I care very much about," said Mac, and Hayward and I stared at him.

"What was that you said?" enquired Mr. Campbell very calmly.

"I said that it's not a name that I care very much about."

Mr. Campbell turned to Hayward.

"What did you say this gentleman's name was?"

"I'm so sorry," said Hayward, "I'm very bad at introductions. This is my very good friend Mr. Macdonald."

"Are you Clan Donald or Clan Ranald, Mr. Macdonald?" asked the Campbell.

"Macdonald of Sleat," he said shortly.

"Then it wasn't your family who funkled at Culoden," replied the other with an ironical bow. "I congratulate you."

"It was Glengarry who wouldn't fight at Cul-

loden," cried Mac hotly, "but it wasn't from funk. Nobody ran away from Culoden like McCallum Morr ran away from Inverlochy."

"Did you say that McCallum Morr ran away from Inverlochy?" said Mr. Campbell between his teeth.

"I do. And the whole world knows it."

"You're a liar, Mr. Macdonald of Sleat, like all Macdonalds since the beginning of the world."

"And you're a dirty Diarmid," retorted Mac furiously, smashing down his tankard on the bar.

"Gentlemen, gentlemen," expostulated Hayward. "one moment, please." He laid one hand on the arm of each of them. They shook his hands off simultaneously.

"The sons of Diarmid were a civilized people when the Clan Donald was wearing woad."

"The sons of Diarmid have never been anything but treacherous swine."

"Treachery!" said the Campbell with a truly appalling sneer. "And did you ever hear of Pickle the Spy, my brave Macdonald of the Isles?"

The agent of the fish-curer went positively black with fury, and his fingers, instead of clenching themselves into a healthy English fist, were twisting and twining as if he was about to spring upon the other man and strangle him primevally. He was unable for a moment or two to get a word out at all. I tried a hand at pacification and quickly ordered more drinks, but I was just as unsuccessful as Hayward had been.

"Do you think I'll drink with the scum of Lochow?" the Macdonald managed to get out at last.

"The scum of Lochow saved Scotland from the likes of you and your Stuarts and your rabble of Camerons. Aye! and it saved the Covenant from Rome, and it made Scotland the nation that it is, instead of the miserable pigsty of corruption and intrigue that the Stuarts would have made it. Don't forget that when ye think of McCallum Morr and the Clan Diarmid." It was Macdonald's turn to sneer. "You saved Scotland for the Germans, you mean. Luther and German Geordie. As for McCallum Morr, when he wasn't running away from battles he was murdering innocent men and women. Have you ever heard tell of Glencoe, Mr. Campbell?"

"A good riddance of disloyal vermin. And who shot Campbell of Glenure in cold blood in Appin, Mr. Macdonald?"

"And who hanged Stuart of Ardsheil in cold blood in Inveraray for a murder he didn't commit?"

"What's one Stuart more or less? Or Macdonald either?" The Campbell snapped his fingers. By this time the retorts and the questions and the insults were coming so fast and furious that it was obvious that at any moment the two men might come to blows. Hayward and I danced round them

in an agony of apprehension. It was all so utterly inexplicable. A quarrel of the most violent nature had sprung up between two total strangers within fifteen seconds of their meeting each other for the first time, and we, who had introduced them, felt acutely responsible for it, although we had not the faintest idea what it was all about.

It was Hayward who accidentally struck the note which calmed them, to the extent, at any rate, of preventing a brawl. He had been repeating the word "Gentlemen," helplessly, over and over again, and by good luck he happened to add once the words, "of fine old families." It was a perfect talisman.

The two men stopped at once and froze into stiff, formal attitudes. The danger was averted. But that was all. There was no shadow of reconciliation. I made a mistake when I said, "Now, you'll come and lunch with me at the Connaught," for both the Highlanders snapped "No, thank you!" before I had finished the sentence. They were eyeing each other like two boxers in a ring. Suddenly the Campbell gave a short laugh and picked up his tankard, which I had refilled.

"I'll give you a toast, Mr. Macdonald of Sleat," he said in a nasty voice. "Cruachan and the Duke of Cumberland!"

Neither Hayward nor I had the faintest idea what it meant, but Mac went white as he lifted his drink and said, "And I'll give you 'Inverlochy and the Marquis of Montrose.'"

There the matter ended, and they went out by different doors without another word. Curiously enough, next day I ran into my old friend Robin MacLaren, and I recounted this extraordinary episode. He listened to it all, and thought about it for a moment or two, and then he completely baffled me by saying: "I don't see what else they could have done."

—From the *Manchester Guardian Weekly*.

George Mars New Member of the Kiltie Band

The McAuliffe Kiltie Band consider themselves very fortunate in the addition of a new member to their ranks. Mr. George Mars who recently moved here from Seattle, Washington, where he had played in the Seattle Pipe Band, the 50th Gordon Highlanders and the 16th Canadian Highlanders. Mr. Mars began his career as a piper in his eighth year. At the age of twelve years he won the Pacific Coast Championship and for the two following years, thus giving him permanent possession of a silver cup donated by Sir Peter Mackie of Glenreashdale, Argyll. Men from Canada as well as the United States competed for this cup. In addition, Mr. Mars has won fourteen gold and silver medals in various contests. During the years 1926-1929 he played as a professional with the Pacific States Show and Levitt, Brown and Huggins Shows, visiting Rock Springs



Mr. George Mars.

where he made the acquaintance of some of the members of the Kiltie Band here.

Mr. Mars was born in Victoria, B. C. later moving to Seattle. His mother was born in Ayrshire and his father in Glasgow. The pipes he now plays belonged to his father who had them overseas with him during his service in the World War where he served over four years, being wounded four times. He enlisted with the First Canadian Pioneers and later transferred to the 72nd Seaforth Highlanders.

Mr. and Mrs. Mars and family are now living in Rock Springs, where he is employed in Number Four Mine.

The electrician returned home one evening to find his small son waiting for him with a bandage round his hand.

"Hello, Georgie!" he exclaimed. "Cut your finger."

The lad shook his head.

"No, father."

The electrician looked puzzled.

"What's happened, then?" he asked.

Georgie gazed at his hand with pride.

"I picked up a pretty little fly," he said, "and one end wasn't insulated."

Engineering Department

A Story of the Development of Railroad Transportation

By C. E. SWANN

In four parts.

PART I

THE DEVELOPMENT OF OUR GREAT RAILWAY SYSTEMS^x

NO INVENTION, aside from that of the steam engine itself, has had so revolutionary an effect and so influenced modern social and industrial conditions, as has the steam railway system.

Without railway transportation modern trade and commerce would be an impossibility and the wonderful development of the automobile industry would probably be in its infancy.

Rails as a means to facilitating the drawing of heavy loads preceded the invention of the locomotive by more than a century. In 1649 wooden rails were laid by the collieries in the north of England for cars drawn by horses, for the transportation of coal from the pits to the near-by towns, and even to the waterfronts, where it could be loaded on barges and vessels. Along these flanged beams cars were drawn by horses with such comparative ease that instead of a load of 1,700 pounds on a common road, a load of two tons could now be drawn by a single horse.

Old time miners who received their early experience in the mines of England and Wales have told us of the use of wooden rails in these mines, but we did not associate these incidents with the development of the modern railways until an examination of the early history of railroading was made.

In about 1740 cast iron rails, fastened on wooden sleepers, or ties, were instituted, this development being the forerunner of our highly developed rail industry of today. Ten years later iron rails were in general use among the coal mines in the north of England and Scotland, and then it became a practice to link the cars together into trains. The next improvement was putting the flanges on the wheels instead of on the rails.

The invention of the steam engine drew the attention of inventors to the possibility of devising an engine which would serve as a motive power for the cars, thereby replacing the horse. The first man to complete a practical locomotive was Richard Trevithick. In 1802 he took out a patent for a wheeled engine which would run on rails by its own power, exhibiting a model of it in London. Two years later, in 1804, he produced a steam carriage which

hauled ten tons of coal along the rails at a speed of five miles an hour. It was the first locomotive, and although successful to a certain extent, a considerable period passed before further experiments were made. This was due to the fixed belief among engineers that a smooth wheel could not draw a heavy load along a smooth track up an incline. It was not till 1812 that a small locomotive was put to practical use in drawing car loads of coal from the neighboring collieries to the city of Leeds, in the north of England. Trevithick, meanwhile, had lost interest in his invention.

In 1814 George Stephenson, an engineer, built a locomotive and put it into operation near Killingsworth, and demonstrated that it could draw heavy loads up an incline; his engine pulled 35 tons up an incline at a speed of four miles an hour. Yet it was not till 1825 that the first demonstration of a railway train in motion was given, on the Stockton-Darlington railway. On this occasion the locomotive, the product of Stephenson's genius, drew 22 cars filled with passengers, and 12 cars filled with coal, altogether 90 tons, at a speed of from five to twelve miles an hour. This was the first real incentive to start inventive geniuses working toward the production of the fine locomotives we see today.

In 1815 a railroad was begun between Manchester and Liverpool, a distance of thirty miles, and October 1st, 1829, was fixed as the day on which a grand competition was to be held between inventors of locomotives. Four engines appeared, one of which had been built by Stephenson, and one by John Ericson, the latter subsequently becoming famous in this country as the inventor of the "Monitor". For fourteen days the trials continued, Stephenson's engine being finally accepted as the superior one.

The Manchester-Liverpool railway was opened for passenger and freight traffic in 1830, and immediately proved a success. The great railway system was thereby inaugurated.

Railway promotion now assumed the proportions of a boom and spread to other countries, in spite of the opposition of the sceptical and the owners of canals. It is said that the King of France at this time sent one of his most capable ministers to investigate the new institution. On his return this functionary reported:

"Sire," he said, "railways may prove beneficial in England, but they are not adapted to conditions in France." Like many later inventions which have proven beneficial to mankind, the invention of the locomotive was held back by the scepticism of the people toward anything radically new.

^xFrom Collier Publications.

In the United States, horse tramways, the predecessors of railways, were in use as early as 1807, when one was put in operation along Beacon Street in Boston, for passenger service. The first railway on which a steam locomotive was utilized, was laid in Pennsylvania, from Carbondale to Honesdale, a distance of sixteen miles, built by the Delaware and Hudson Canal Company, in 1829, when a locomotive for use on the road was imported from England. The first railway built in the United States especially for the purpose of steam traffic was the one begun in South Carolina, in 1830. Another road was built by the Baltimore and Ohio Railway Company, from Baltimore to Ellicott's Mills, Maryland, a distance of fifteen miles, being finished in 1830.

As in England, so in the United States, there now began an era of railway construction which spread all over the country, with even more revolutionary effects in this country than in England. Lines were pushed out into unexplored wildernesses, not to accommodate an existing population and industry, as was the case in England, but for the definite purpose of the future development of population and industry. Isolated settlements of pioneers suddenly found themselves facing the possibility of marketing their farm produce in the big communities near the seacoast and along waterways, and extended their agricultural enterprises accordingly. Land hitherto valueless, on account of its distance from civilization, suddenly acquired a growing potential value, as railway transportation would bring its products within easy reach of the centers of population. The imagination of the more ambitious elements of the people were inflamed with these prospects, and a general migratory movement of the people began westward, followed by the railroads, sometimes actually preceded by them. The coal mines, too, suddenly finding the whole populated part of the country thrown open to them as a market, the coal industry began to experience a tremendous stimulus. With the possibility of receiving coal, small manufactories began springing up all over the Eastern states, along the lines of the newly built railways. It was the beginning of the period of big and intensive enterprise.

Ever farther and farther westward pushed the railways. In 1852, Chicago was reached, and two years later the Mississippi river was in railway communication with the East. The products of the big Mississippi Valley, which hitherto must be shipped down the river to New Orleans, now found a quicker channel to the markets of the world directly eastward. It was as though river steamboats, hitherto the only means of freight transportation on a large scale, had suddenly found it possible to sail over land as well as water, regardless of the devious paths of the waterways.

During the ten years ending with 1840 nearly 3,000 miles of tracks were laid. During the ten years following, ending with 1850, over 6,000 miles were laid, and at the end of the ten years following

that there were over 30,000 miles of track in the country.

The Civil War, naturally, checked the further development of railway enterprise for five years, but with the close of hostilities it was continued more energetically than ever. Railway lines were now pushed into the great broad fertile prairies, and where only a few years before buffaloes and Indians had roamed undisturbed, vast grain fields began to appear. Man power being insufficient, machinery was invented to work these broad stretches of rich agricultural lands, and the reaper and harvester appeared.

(To be continued.)

Electrical Corona

By D. C. McKEEHAN

IN A total eclipse the sun is seen to be surrounded by a luminous envelope which is called the corona, from the Latin word meaning crown. A luminous discharge between conductors which resembles the luminous envelope of the sun is likewise known as corona. If the voltage between two smooth conductors of a transmission line is gradually increased, a voltage is finally reached at which the conductors become surrounded by a pale violet light and a slight hissing sound is heard. The fact that wires would become luminous and emit a hissing sound due to high voltage was first discovered in experiments conducted by the Westinghouse Company at Telluride, Colorado, about 1893. The wires were charged at 40,000 volts and at an altitude of 10,000 feet, the phenomenon was very pronounced. The light and sound are caused by a slow discharge of electricity into the air. This discharge is the corona. If the voltage is raised above this critical value a voltage is finally reached at which the air breaks down completely and a disruptive discharge or spark jumps from one conductor to the other.

The formation of corona is accompanied by energy loss in a number of forms, as heat, as chemical action forming ozone and nitrous oxide which on combining with water form nitric acid, as light and noise. The nitric acid may cause corrosion of wires and connectors, while heat may cause deterioration of insulation other than air. The voltage at which corona will form depends upon the radius of the wires, distance apart, condition of surface, barometric pressure, humidity, etc. Formulas have been developed for the calculation of the corona voltage and the power loss due to it for different weather conditions and altitudes above sea level.

A useful application in industry of an electrical discharge is the removal by electrical precipitation of suspended dust, metallic particles, smoke and fumes from gases, as in cement mills and smelters. The essential apparatus for this purpose consists of a low-voltage 25 to 60-cycle single-phase alternator, a transformer, a synchronously driven mechanical rectifier and suitably arranged pipes in which are

placed the high-voltage conductors and through which the dust or smoke-laden gases pass. The low voltage is raised to 30,000 or even 250,000 volts, which, by means of the rectifier in the secondary circuit, produces unidirectional current.

Negative corona, that is, corona from the negative wire has been found to be most effective for this work.

Another use of corona discharge is its application to a so called smoke indicator by means of which an excess of smoke or fumes above a certain density is indicated. The apparatus consists of a small high-voltage transformer in the secondary circuit to which is connected a set of spark gaps. An excess of smoke or dust passing between the spark gaps produces a discharge which operates an indicating circuit. By adjusting the width of the spark gaps, the indicator circuit can be operated whenever the smoke density exceeds a predetermined value.

The most extensive use of the corona phenomenon is in the Cottrell process of electrical precipitation. This is the process for the separation of suspended solid or liquid particles from gas or vapor by passing it through an intense electrical field. It was developed into commercial success and patented by Dr. Frederick G. Cottrell in 1906. The first plant, designed and installed by Dr. Cottrell and his associates in 1907 was a success and is still in operation. Its purpose was to recover the mist escaping from kettles of boiling sulphuric acid. The electrical installation of this plant was rated at 5 kv-a., with a capacity for treating 4000 cu. ft. of gas a minute. The largest plant now in operation is at the Anaconda Copper Mining Company's plant in Montana, with sixteen sets rated at 75 kv-a. each, with a combined capacity for treating from 2,000,000 to 3,000,000 cu. ft. of gas per minute. The process is performing an important service in many industries in the prevention of waste and the elimination of damage to vegetation in surrounding territory, also in the production of some chemical products, and undoubtedly its use and importance will continue to increase.

In the operation of the plant the dust-laden gas, fume or smoke to be treated is passed through a treater or precipitator, which may assume anyone of several forms. The plate or box type of treater is usually a rectangular box or section of flue with the electrodes, which are ordinarily corrugated iron or steel plates, suspended with it. The spacing of the plates is determined by the local conditions and voltage, and is usually from six to fifteen inches. These plates are electrically grounded. Discharge electrodes, which may be chains or wires, are suspended midway between the plates. The gas passes through the treater parallel to the surface of the plates. Another widely used type of treater is the pipe or tube precipitator. The collecting electrodes in this type are steel pipes from six to eighteen inches in diameter, and ten to twenty feet long, mounted vertically. The wire discharge elec-

trode is suspended so as to hang along the axis of the tube and centrally located. The most common type of discharge electrode is a steel or copper wire about 1/16 inch in diameter, although small steel chains are also employed. The discharge electrode is connected to the negative side of a high-tension, direct-current or pulsating-current circuit, whose positive is grounded.

The potential is raised to the highest possible point that gives copious negative corona discharge and just short of the disruptive voltage that would cause breakdown and arcing.

Under the influence of this powerful corona action ionization takes place and the suspended particles are driven transversely to the pipes to which they adhere. Some method of removing the collected dust from the electrodes is necessary. A general scheme is to rap the pipes or plates with a series of hammers, which may all be actuated by a common lever or motor. The interval between rappings varies from two to ten hours. Hoppers are located beneath the electrodes at a distance sufficient to prevent the dust being disturbed and the dust is collected from them at intervals, or sometimes continuously by means of conveyors.

The negative corona discharge has been found much more effective than the positive or alternating corona. The high-tension direct current is obtained by stepping up the potential of a single-phase current by means of a transformer and then rectifying this high tension current through a mechanical or other suitable rectifier, as previously mentioned.

Installations in which the process has been found of special value are in recovering dust from cement kilns; dust, rich in metallic content, from lead, copper, silver, arsenic and other smelters; acid mist or minute drops from the fumes of sulphuric and other acid plants; tar globules from illuminating or producer gas plants; powdered milk, sugar and other food products from evaporator plants. The process has also been applied in many other plants, including iron blast furnaces and coal-burning power plants to remove smoke and fine flue ash particles, electrochemical plants to remove calcium carbide dust, chlorine product particles, powdered aluminum, etc.

In some cases the cost of the equipment was heavier than was warranted in removing only a mild nuisance, but where the materials recovered are valuable or where the nuisance of failing to remove them is serious the process is economically applied.

In a California cement plant one hundred tons of cement dust have been recovered daily by the Cottrell process.

"Which am the usefulest, Withers, de sun or de moon?"

"Why, de moon, of course."

"How come the moon?"

"'Cause de moon he shine in de night when we need de light, but de sun he shine in de day when light am ob no consequence."

"Music Hath Charms"

Americans have often been said not to possess a repertoire of folk songs common to all other peoples. This, in view of the number of folk songs the Americans have, is a misleading statement. It was to correct this idea that, under the leadership of the Committee on People's Songs, National Bureau for the Advancement of Music, a group of twenty songs was selected as the best of American origin used in community singing. The twenty chosen were: "Old Folks at Home", "My Old Kentucky Home", "America", "Old Black Joe", "Dixie", "Battle Hymn of the Republic", "Carry Me Back to Old Virginny", "There's a Long, Long Trail", "America, The Beautiful", "Star-Spangled Banner", "Home, Sweet Home", "Good Night Ladies", "Juanita", "My Bonnie", "Mother Machree", "Till We Meet Again", "Columbia, The Gem of The Ocean", "When Good Fellows Get Together", "Smiles", "I've Been Working On the Railroad."

Everyone knows the songs, but not all of us are familiar with the history of the writing of the songs and their authors. It is with the hope of making better known these songs of the people that we plan to print a short sketch of one of this list each month.

—EDITOR.

America the Beautiful

Words by Katherine Lee Bates

Tune, "Materna" by Samuel A. Ward

O beautiful for spacious skies,
For amber waves of grain,
For purple mountain majesties
Above the fruited plain.
America! America!

God shed His grace on thee,
And crown thy good with brotherhood
From sea to shining sea.

O beautiful for pilgrim feet,
Whose stern impassion'd stress
A thoroughfare for freedom beat
Across the wilderness.

America! America!
God mend thine ev'ry flaw,
Confirm thy soul in self-control,
Thy liberty in law.

O beautiful for patriot dream
That sees beyond the years
Thine alabaster cities gleam
Undimmed by human tears.
America! America!
God shed His grace on thee,
And crown thy good with brotherhood
From sea to shining sea.

AMERICA, THE BEAUTIFUL" is an apt illustration of the survival of the fittest, which sometimes prevails among melodies as well as among humans. The stirring poem of Katherine Lee Bates was originally issued with several settings. Their fate was decided, however, by the

public itself, which by its constant use approved of a version of the song in which the music had not been written to fit that poem. It was the hymn tune, "Materna", written by Samuel A. Ward, an American who was born in 1882 and died in 1903. The tune was previously known as the melody of "O Mother Dear, Jerusalem".

The genesis of "America, The Beautiful" was told by Miss Bates, professor of English at Wellesley College. The poem was inspired by her first trip to the summit of Pike's Peak, in the summer of 1893. Near Colorado Springs, under the purple-range of the Rockies, Miss Bates spent three weeks as a member of the faculty of a summer school—her subject being English religious drama. The instructors from the East celebrated the close of the session with an expedition to the top of Pike's Peak. It was the beautiful view of "spacious skies" and "purple mountain majesties" that inspired the first stanza of the poem. Says Miss Bates, "It was then and there, as I was looking out over the sea-like expanse of fertile country, spreading so far away under those ample skies, that the opening lines of the hymn floated into my mind. When we left Colorado Springs the four stanzas were penciled in my notebook, together with other memoranda, in verse and prose, of the trip. The Wellesley work soon absorbed time and attention again, the notebook was laid aside, and I do not remember paying any heed to these verses until the second summer following, when I copied them out and sent them to the Congregationalist, where they first appeared in print, July 4, 1895."

The original version of the text was more "literary" and ornate than the present version. The poem attracted an unexpected amount of attention and it was almost immediately set to music by one of

America's pioneer composers, Silas G. Pratt, and republished, with his setting, in "Famous Songs". Other tunes were written for the words and so many requests came to the author to permit its use in various publications and for special services that in 1904 she rewrote it, trying to make the phraseology more simple and direct.

The new form first appeared in the Boston Evening Transcript, November 19, 1904. After a lapse of a few years, during which the hymn had its share of criticism, Miss Bates changed the wording of the opening quatrain of the third stanza. Of the final version Miss Bates retained the copyright, "Not as a matter of money-making, for I have given hundreds perhaps thousands of free permissions for its use, but in order to protect it from misprints and conscious alterations. The only condition I made with these permissions was that the republications should scrupulously follow the authorized version, of which, tutored by sore experience, I now invariably enclose a printed copy. I can illustrate the need of this precaution from a single line: 'O beautiful for patriot dream,' which I have seen more than one newspaper copy 'O beautiful for patriot drum,' but which reached its climax of effect as printed recently in a church leaflet for a farewell meeting to the young soldiers of the town, boys self-conscious enough in their new khaki without the blushes induced by the chorused compliment, 'O beautiful for patriot dress'."

This patriotic hymn has gone around the world. Australian Christian Endeavorers have adopted it, changing "America" to "Australia" and supplying music of their own.

In an effort to obtain an effective new setting to the text of "America, The Beautiful" a \$500 prize for such a setting was offered in preparation for the 1927 biennial convention of the National Federation of Music Clubs. The offer came from the Past Presidents' Assembly of the Federation. At the convention, however, the announcement was made that no award had been made, for the reason that the compositions submitted were not of a sufficiently high standard. Another prize offer was later made.

NOT NATURAL

Bill: "If you had ten dollars in your pocket what would you do?"

Will: "I'd think I had somebody else's pants on."

She: Look! A chicken hopped outa this egg!

He: What did you expect would hop out—a reindeer?

"My wife explored my pockets last night."

"What did she get?"

"Same as any explorer—material for a lecture."

Wifie: "Aren't sheep the most stupid animals?"

Hubby (absent minded, reading the newspaper): "Yes, my lamb."

Abraham Lincoln's Humor

A SHORT time since we read a story of Abraham Lincoln in which special reference to Mr. Lincoln's peculiar dry humor was presented. We take the liberty of abstracting certain of these stories which were never aimed at the delegation or individual to whom they were told, merely a method employed by a tremendously overworked and over-worried soul to help laugh away certain of the very impossible situations that presented themselves to him.

The statement has been made that Mr. Lincoln developed a flare for stories while jogging around through the Eighth Circuit Court District of Illinois. Human nature in Illinois, eighty years ago, was quite the same as it is today and expressed itself in somewhat this manner. Without doubt the men that Mr. Lincoln rode with in stage coaches, Democrats, spring wagons and early railway trains, proved boon companions, contacts so experienced doubtless developing some of the imaginary situations that Mr. Lincoln so effectively rehearsed.

The story is told that after winning a law case for a certain client, he notified his client of the successful outcome of the suit with a note reading as follows:

Dear Sir:

I have news from Ottawa that we win our Galatin and Salem County case. As the Dutch Justice said, when he married folks, "Now, vere ish my hundred tollars?"

Yours truly,

A. LINCOLN

Mr. Lincoln was Attorney for the Chicago and Mississippi River Railroad and in 1854 he wrote the Manager the following note which, in substance, was a request for renewal of his annual pass:

Dear Sir:

Says Tom to John, "Here's your old rotten wheelbarrow. I've broke it, usin' on it. I wish you would mend it, 'case I shall want to borrow it this afternoon."

Acting on this as a precedent, I say, "Here's your old chalked hat. I wish you would take it and send me a new one, 'case I shall want to use it for the first of March."

Yours truly,

A. LINCOLN

The story is told that Mr. Lincoln maintained a correspondence with an old farmer friend who at one time wrote to the future president complaining of ill health. Mr. Lincoln replied in language still referred to as "Lincoln's prescription", which read as follows:

Do not worry. Eat three square meals a day. Say your prayers. Think of your wife. Be courteous to your creditors. Keep your digestion good. Steer clear of biliousness. Exercise.

Go slow and go easy. Maybe there are other things that your especial case requires to make you happy; but, my dear friend, these, I reckon, will give you a good lift.

Mr. Lincoln's Secretary of War, E. M. Stanton, for a long time, seemed to take a particular satisfaction in opposing everything the President suggested. Mr. Stanton whose duties were largely routine never seemed to sense the tremendous political pressure for appointment placed on the President, a condition which yet exists and which was even more unbearable in Mr. Lincoln's day. There was recently found in the War Department the following series of notes which passed between the President and his grouchy Secretary of War:

Dear Stanton: Appoint this man chaplain in the army.
A. LINCOLN.

Dear Mr. Lincoln: He is not a preacher.
E. M. STANTON.

Dear Stanton: He is now.
A. LINCOLN.

Dear Mr. Lincoln: But there is no vacancy.
E. M. STANTON.

Dear Stanton: Appoint him chaplain-at-large.
A. LINCOLN.

Dear Mr. Lincoln: There is no warrant in law for that.
E. M. STANTON.

Dear Stanton: Appoint him anyhow.
A. LINCOLN.

Dear Mr. Lincoln: I will not.
E. M. STANTON.

In this instance the Secretary of War came out with first honors, a victory which perhaps pleased Mr. Lincoln quite as much as it did Mr. Stanton.

The history of all our wars evidences the fact that heroes are made, by political pressure, quite as often as they are born. During the Civil War some of the demands made for appointments, promotions and the correction of complaints were sufficient to exhaust even President Lincoln's extraordinary good nature. The story is told that one applicant for a position who was wholly impossible continued to press the president for a recommendation to which Mr. Lincoln finally sent him an answer which read as follows:

Today I verbally told Colonel Worthington that I did not think him fit for a Colonel, and now, upon his urgent request, I put it in writing.

In many cases the wives of army officers pressed for promotions for their husbands, perhaps with the full belief that their particular hero was the one man who should be made Commander in Chief. On one occasion Mr. Lincoln sent the following note to Secretary of War Stanton:

Please have the Adjutant General ascertain whether Second Lieutenant of Company D, Second Infantry, Alexander E. Drake, is not entitled to promotion. His wife thinks he is. Please have this looked into.

Another memorandum sent to Mr. Stanton read as follows:

On this day Mrs. ——— called upon me. She is the wife of Major ——— of the regular army. She wants her husband made a Brigadier General. She is a saucy little woman and I think she will torment me till I have to do it. A. L.

Losing his patience because of the red tape that slowed up appointments, Mr. Lincoln wrote Secretary of War Stanton on November 11, 1863 as follows:

My dear Sir: I personally wish Jacob R. Freese of New Jersey to be appointed a Colonel of a colored regiment, and this regardless of whether he can tell the exact shade of Julius Caesar's hair.

Yours truly,
A. LINCOLN.

On one occasion, perhaps driven to desperation, Mr. Lincoln sent the following telegram to a politician who demanded that his friend be made Quarter Master General:

What nation do you desire General Allen to be made quartermaster-general of? This nation already has a quartermaster-general.
A. LINCOLN.

The story is told that Mr. Lincoln once asked Surgeon General Barnes where he could get the smallpox, adding—"I shall then have something I can give to everybody". After returning from the dedication ceremonies at Gettysburg, the President suffered a mild attack of chicken-pox, which gave him an opportunity to say—"Now you can send them all in, I have something that I can give to all".

Once in a while somebody offered to do actual work and after receiving a shock of this sort the President wrote to his staff officer in October 1861:

The lady—bearer of this—says she has two sons who want to work. Set them at it if possible. Wanting to work is so rare an event that it should be encouraged.

Lincoln was a man of infinite patience and remarkable wisdom. Some of his biographers perhaps overstressed the broadness of certain stories told by him. Perhaps some of his stories might as well have been left untold, but the fact remains that Mr. Lincoln's stories, always appropriate to the situation, made a substantial contribution to the success of the administration, and expressing as they did a lighter side of life, such without doubt helped him and his associates over many a hard spot.

—≡≡≡ The Old Timers ≡≡≡—

Grandma Angel Passes

The many friends and acquaintances of Mrs. Barbara Angel are sorrowed at her passing. Thursday, July 2, at The Wyoming General Hospital. Death came as the result of a fall at her home a few days before. Prior to her injury she had been remarkably active both in mind and body for one of her years. Old Timer's Day she walked to the Old Timers' Building and spent the day there with her old friends among whom she had lived so many years.

Mrs. Angel was born in Germany, March 18, 1840, and grew to womanhood in her native land. Fifty years ago she came to America, and to Rock Springs almost 40 years ago, where she has lived continuously since. During her years of residence here she has won the friendship of all who knew her. "Grandma Angel," as she was affectionately known, was Rock Springs' oldest resident, having passed her ninety-first birthday.

She is survived by one daughter, Mrs. Charles Schnauber, of Omaha, and three granddaughters: Mrs. Henry Weimer, of Wheeling, West Virginia, Mrs. Ed. Keeler, and Mrs. Paul Wernher of Omaha. Another granddaughter, Mrs. Charles Hafner of Rock Springs, passed away eight years ago. She also leaves thirteen great-grandchildren and three great-great-grandchildren.



Mrs. Barbara "Grandma" Angel, taken on her ninety-first birthday.

Forty-year Button Awarded to Old Timer Benjamin Lewis

ALL who attended the Old Timers Banquet last Old Timers Day, June 13th, recall the presentation of the forty-year buttons; the bit of awe and envy we felt as we viewed those men who for forty years had been working and watching the Company, country and community develop. Growing from a frontier village on the fringe of the great

Western movement, into a thriving, cultured center, Rock Springs owes much to the men and women who have consistently given their best efforts to this locality.

Among those receiving their forty-year awards was Mr. Benjamin Lewis, who began service for The Union Pacific Coal Company in the old Number One mine, Rock Springs, April, 1891. Since then he has worked continuously for the Company, marrying and bringing up his family here. Born in Ohio June 6, 1878, he came to Rock Springs when just a child with his father, Richard Lewis, a pioneer in Rock Springs. Mr. Lewis is the father of seven children; two of whom (Jack and William) are now employed by The Union Pacific Coal Company in Rock Springs. A daughter, Evelyn, teaches and the others are at home. Mr. Lewis, still in active service, is a mechanical loader foreman. He has been a member of the I. O. O. F. Lodge for more than twenty-five years.

Old Timer Jack Glad

Mr. Jack Glad is another Old Timer who received his forty-year button this year. He began service in Dana in 1890. Later he went to Carbon and then to Hanna where he lives at present. For many years he has been a track layer in Hanna. Mr. Glad was born in Finland, December 25, 1872. He has three children, Jack, the eldest, with the Company in Hanna now and Helli and Nullo at home.

June Injuries

(Continued from page 357)

wire punctured the third finger of right hand and infection developed. This is the second case of infection that has occurred from this type of injury. Heavy leather gloves will protect the hands from being injured while pulling on wire cable. All men working on mining machines or other workmen handling wire rope should be instructed to wear leather gloves.

ADOLPH MACAGNA—*Faceman—Superior "C" Mine.* Laceration first finger of right hand. While pulling pans out he caught his finger in the pan line swivel. Finger injuries are avoidable. Accidents of this kind show that workman has careless habits.

P10 ZANDRAN—*Rope Rider—Superior "C" Mine.* Contusion of foot. While loading a blower fan into a pit car, it turned over and struck his foot. This was an avoidable accident and if a

workman would use some judgement in handling material there would be fewer accidents.

ANTON NOVAK—*Miner—Superior "E" Mine.* Fracture of third metatarsus, left foot. While loading coal, a piece of face coal fell and struck his left foot. Another careless workman. This accident could have been avoided. Loose face coal should be taken down and all miners should wear hard toed shoes.

THOS. J. MEEKIN—*Inside Laborer—Hanna, No. 4 Mine.* Bruised left ankle. While working in a room, a piece of coal fell from the low rib and struck him on the foot. Accidents from falling rib coal may be avoided if it is watched closely and when found to be loose, it should be taken down.

ROBERT WRIGHT—*Machine Runner—Hanna, No. 6 Mine.* Fractured pelvis. Was pulling a cutting machine back from the under cut of the slope and was getting ready to rotate the cutter bar to make a shearing cut in the face when the chain slipped off the traveling sprocket, allowing the machine to run down the slope. This caused the rear end of the machine to jump the track and squeeze the operator between the machine and the rib. This accident could have been more serious. While apparently no person is to blame, it was demonstrated that the operator could unconsciously work the wrong operating levers that would cause the machine to run down to the face. Provisions have been made to prevent an accident of this kind happening again.

Laughs

LAST LINE

Women are like money; keep 'em busy or they lose interest.

If burning credit gas in installment cars over bonded roads is prosperity, this country is still pretty doggone prosperous.—*Thomaston Times.*

An American, who had taken a shooting lodge in Scotland, got lost one day in a heavy mist. Finally, he came across a native of the moors.

"I'm lost," said the American.

The old Scotch mountaineer answered him: "I know you are lost; but is there any reward for finding you?"

"Oh, John!" screamed the excited woman driver. "The car is running away!"

"Can you stop it?" asked the worried husband.

"No."

"Well, then, see if you can't hit something cheap."

NATURE'S LAUNDRY

Judge: "What weapon did you use to inflict these injuries?"

Pat (proudly): "None, your Honor. It was all hand work."

SHE KNEW

"It's the little things that tell," said the flapper, as she jerked her eight-year-old brother from under the sofa.

A farmer received a crate containing some fowls. He wrote to the sender, informing him that the crate was so badly made that it had come to pieces when he was taking the hens home with him and they had all escaped, and, after much searching, he had only succeeded in finding eleven of them. In due course he received the following reply:

"You were lucky to find eleven hens, because I only sent you six."

"If you want to live to see 80, don't look for it on the speedometer."

Scotchman—"Are ye shair my wife's tonsils should a been taen oot when she wis a wee lassie?"

Doctor—"Certainly, why do you ask?"

Scotchman—"Weel, if that's the case, I'm gaen tae ask ye tae send the bill tae her faither."

Some girls show distinction in their clothes, and some show distinctly.

Dog for sale. Docile, easy to manage. Easily satisfied. Will eat anything. Very fond of children.
—*Judge.*

Mrs. Newlywed—I cook and bake for you, and what do I get? Nothing.

Mr. Newlywed—You're lucky. I get indigestion

Little Robert had a toothache. On being asked which was the sick tooth he said: "This one back here. It's no wonder, since it is always in the wet."

AN OLD ENGLISH CUSTOM

"What did you like best in England?"

"Oh, that quaint old custom of going to the dogs."

"You mean riding to the hounds, don't you?"

Driver: Madam, I am very sorry I killed your dog. Will you allow me to replace him?

Madam: Oh, dear. This is so sudden.

DEPENDS ON THE SHOT

Golf is an impediment to a man's walk, says an English humorist. What about his speech?—*Kamloops Sentinel.*

The man who laughs when a woman has a hard time driving through a ten foot garage door, usually sobers up when he tries to thread a needle.

Of Interest To Women

Feeding The Finicky Child

By MABEL JOHNSON

IT is often as difficult to persuade the reasonably well child as the sick child to eat. Over and over again to those of us who are nurses, either in public health work or on private duty, the complaints of worried mothers come. They know their children should drink milk, eat eggs, vegetables, fruits. But they tell us with a note of resignation in their voices that they cannot get their children to eat some of these things.

Fortunately most children like fruits. Eggs, however, they frequently rebel against, though many will eat fried eggs when they refuse them poached. I have found in my experience an easy way to overcome this particular dislike. A little butter browned in a pan and poured over the poached or soft boiled egg gives the flavor of the fried egg which is so much enjoyed by the child. This browning need not be repeated each time. Mothers are busy. Labor may be saved, therefore, by browning a quantity of butter sufficient for several servings, and putting it away in the ice-box. A little of this put over a hot egg will readily melt.

Eggs are appetizing, too, when added to beef broth. When ready to serve it to the child, bring the broth to the boiling point and pour in slowly one well beaten egg. The combination will then resemble noodle soup, and yet will be much more nourishing and digestible.

Then, too, the effort to get milk and eggs eaten in the form of custards often fails. Custards are wholesome and easily digested, but unless attractive—and they can be so unattractive!—children soon tire of them. By making them in individual cups, putting two teaspoonfuls of brown sugar with a small lump of butter over each, and covering the cup so that the heat is retained long enough to melt the butter and sugar, a delicious syrup is formed and the custard is eaten with zest and relish.

Similarly, chocolate pudding, which is very nourishing, but easily palls on the child's appetite, may by the simple addition of one marshmallow become a differently tasting dish. Half fill a custard cup with ordinary chocolate pudding, add a marshmallow, and fill the cup with more hot pudding. Put a cover over it, let it stand a few minutes, and when the cover is removed you will find that the marshmallow has swollen and the chocolate pudding has become transformed into a delectable dish.

In most families stale bread is made into puddings. When the ordinary bread pudding begins to go a-begging, try mixing with the usual ingredients

three-quarters of a cup of caramel sauce made from a quarter of a cup of sugar browned in a pan and a cup of water. Raisins in such a dish improve not only the taste but the food value as well.

Again some children refuse cereals. By mixing two teaspoonfuls of cocoa with a cup of dry Cream of Wheat and cooking as usual, the taste is so different that the cereal seems more like a dessert than a breakfast food. This plan may be used with other cereals which require cooking.

From "Child Welfare". March, 1931.

Salads That Are Attractive and Different For the Summer Hostess' Use

PEA SALAD

(A fruit salad.)

Hearts of Romaine instead of those of lettuce are used for the base of this salad. Spread the leaves gently apart to form a triangular or fan shape. Do not cut off fleshy stem at the root end. At the end of this fleshy stem, pipe a little cream cheese and on this anchor a ball of musk-melon. The balls are cut out of melon with a French vegetable scoop. The cream cheese should not be visible under the ball. Only enough cheese should be used to hold the ball firmly in place.

On top of the melon ball place another piping of cream cheese (use a small star tube) and decorate the top of the cream cheese with either a red grape or cherry, the decorative kind. Place two similar melon balls at equal distances apart down the central stem of the Romaine, using the cream cheese and the red garnish as described for the first ball.

Between these balls place the open "pea pods," which are made as follows: Peel small grapefruit carefully, and remove the whole sections in such a way that they are free from membrane. Then split these whole sections lengthwise, leaving them intact along the edge. Spread open to represent a pea pod. In this open pod place four or five green colored grapes to represent peas. Three pods will be needed for each salad to lay between the garnished melon balls.

VITAMIN SALAD

This salad is arranged on the plate to represent a four pointed star. In between the four long points of the star and at the base of each is a small point standing upright. The long points are made of four leaves of French endive (sometimes called

chicory) about 3 inches long. These leaves are gently spread open. Two are filled with grated carrot, seasoned and combined with just enough mayonnaise to hold them together. The other two are filled with finely chopped green pepper and combined with just a little mayonnaise. These leaves filled with carrot are arranged alternately with those filled with green pepper to form a star.

In the center of this star, where the endive leaves come together, is a tiny pimento cup or a small tomato scooped out and filled with chopped cauliflower marinated in French dressing. The top of the pimento or tomato is garnished with a whole floweret of cauliflower. Between each of the large points and at the base are placed short tips of the chicory leaves (about 1 inch long) that are filled with a cabbage salad. These stand upright.

VEGETARIAN SALAD

Gently spread out the heart leaves of romaine to form a fan or triangular shape for the base of this salad. In the center of this triangle place a tablespoonful of plain cabbage salad—finely shredded cabbage seasoned and combined with enough mayonnaise to hold together—and flatten out. This serves as a bed or an anchor for the vegetables which go on top. Arrange this cabbage salad so that it is at least one inch from the edge of the leaves of romaine.

Cut small balls of beet with a French vegetable scoop. Then slice these tiny balls. Down the center of the triangle place a row of overlapping slices of these tiny rounds of beets. On each side of the row of beet slices place tiny flowerets of cooked cauliflower. And on the outer edge, covering up any of the exposed cabbage salad, place tiny baby carrots—the kind that come in cans—so that they will overlap just a little. If you have your own garden you can cook whole carrots that are not longer than 2½ or 3 inches.

Fill any space in between the cauliflower and carrots with cooked fresh peas so that they will form a line parallel to the outer edge of the romaine. The peas should have a pretty green color.

MORNING STAR SALAD

Open five or six leaves of French endive and lay in each a whole section of an orange. Be sure the orange is free from all the outer membrane. Place these orange filled leaves on a bed of crisp lettuce arranged rather flatly on a salad plate so that they form the shape of a star. In the center make a six pointed star of the quarters of perfect strawberries. In the center of the strawberry star place one of the decorative red grapes and between the star points, place long, thin strips of green pepper.

Sunday Night Suppers

BECAUSE the Sunday dinner is generally a hearty meal and is served late in the day, the Sunday night meal may be a comparatively simple one. Especially in hot weather it is nice to be able to

have a Sunday night supper in a jiffy after an afternoon spent out-of-doors. It is not so much a new collection of recipes that is needed as being able to recall familiar ones. Thus, various groups of dishes are suggested here from which menus may be built up:

SUGGESTIONS FOR DISHES WITH TOAST

French toast sandwiches with marmalade between.

Toasted sandwiches with filling of sardines and sliced tomatoes, grated cheese on top.

Toast with any creamed mixture—creamed mushrooms; creamed cheese, chopped nuts, sliced date stones; creamed chicken.

Cinnamon toast.

QUICK HOT BREADS

Baking powder biscuits may have one of the following mixtures spread on and then be rolled up, cut off and baked:

Butter and brown sugar

Butter, sugar and cinnamon

Butter and marmalade

Butter, sugar, raisins and spice

Butter, maple sugar and nuts

Popovers with maple syrup or honey.

Waffles.

THE HOT DISH

White sauce is quickly and easily made and it may be further seasoned with celery salt, onion juice, chopped peppers and parsley. Then in it may be served the following combinations:

Hard cooked eggs, chopped

Cheese and seasonings

Shrimps and peas

Salmon and celery

Chicken and ripe olives

Chicken and green pepper strips

Chicken and ham

Sweetbreads diced

Smoked dried beef

Fresh tripe and small onions diced

Flaked, cooked fish and hard-cooked eggs

Sardines, flaked and hard-cooked eggs

Asparagus tips and hard-cooked eggs

Cooked rice and hard-cooked eggs

Crab meat

Macaroni and cheese

SALADS

If you keep lettuce and salad dressing on hand a salad may be made up of anything that you have in the house: cooked meat, fish, eggs, vegetables, rice or macaroni, celery, cucumbers, fresh or canned fruit, nuts or cheese, alone or in combinations can be used. Use your own ingenuity and you may secure some new and attractive combinations. Just a few suggestions:

Cooked lamb and green peas

Salmon with cucumbers and cooked eggs

Egg stuffed, on thick slice of tomato on toast on lettuce

Tomatoes stuffed with cheese balls
 Banana rolled in peanuts
 Orange sections, strawberries or cherries and
 cheese balls rolled in chopped nuts
 Pineapple and cabbage

DESSERTS

Dessert may be made of dried, fresh, or canned fruit. The fruit may be served in layer cake or shortcake using waffles. Cookies, by varying the fillings and frosting make a new kind of cake for fifty-two Sundays.

SUNDAY NIGHT MENUS

Toasted Cheese Sandwiches
 Salad of Tomato with Pineapple and Nuts
 Marble Cake, Marshmallow Frosting
 Tea with Lemon

Creamed Salmon and Celery
 Butterscotch Biscuits
 Grapefruit, Orange and Date Salad
 Ice Box Cookies
 Ginger Ale

Reliance Womans Club

The final meeting of the Reliance Womans Club was held in the Club Room, May 20, 1931. At this time a little playlet, "How the Story Grew", was enacted by the club members. Mrs. Brown by the recital of the arrival of a new family in the neighborhood starts the ball of gossip rolling. As it rolled from kitchen to kitchen it grew in size and detail, until upon return to Mrs. Brown it had killed one person. Mrs. Brown herself shut up and starved half of the children of the neighborhood and placed the entire town in fear of their lives. Then when all was found untrue one member of the village was so sorry, "as it kind of gave us something to talk about and women must talk you know".

The play was a great success and much enjoyed by both the cast and the other club members. The Reliance Club have had a most successful year and have a very interesting year's program planned for the coming winter.

Activities of Women

Among certain tribes of Africa brides may be purchased on the installment plan.

Porto Rico is the first country in Latin America to grant votes to women. They will get their first ballot in 1932.

Dr. Margrethe Lorange, woman surgeon of Norway, owns and operates her own motor boat. Often she uses it to make professional calls.

Queen Natalie of Serbia, said at one time to be the most beautiful woman in Europe, is a nun in the cloister Notre Dame de Sion in Paris.

The Girl's Service League in New York assisted 6,135 girls, mostly between the ages of 15 and 18, who were unemployed, homeless, ill and stranded in 1929.

Canada has a woman mining prospector. For eight years Miss Katherine Rice has been working on an island in the northern part of the province of Manitoba.

Miss Betty Read of New Mexico is one of the few women in the United States working as a civil engineer. She is working on the laying out of a power dam on the Rancho Rea Grant in New Mexico.

A Housewife's Lament

(By J. M. in "Columbia")

Oh, I'm tired, tired, tired,—like to die—
 And be buried 'way down deep—there to lie,
 Alone, alone, all, all, alone!
 Not a doorbell or a phone;
 Not a pot to clean, or kettle;
 Not a children's fight to settle;
 Not a button to attach;
 Not a worry over cash.
 I'd just like to die, and lie.
 I wouldn't even bat an eye.
 I wouldn't have to—Lord, what's this!
 Billy and that boss of his,
 Here to dinner! Is it noon?
 And me with this old apron on!
 Wasting time to have a huff.
 Feet, get busy. Do your stuff!

It is the use we make of our gifts, not the gifts themselves, which merits praise or blame.



A TRIO OF HAPPY SCOUTS. Left to right they are—Susie Chokie, Kathryn Copyak and Mary Chokie. All are members of the Nyoda Scout Troop, Rock Springs.

Our Young Women

Girl Scouting and Citizenship

By E. M. BAGLEY

Regional Chairman of Girl Scouts in the Rocky Mountain Region

IN ITS literal, though narrowest sense, citizenship means the privilege of enjoying that freedom of action and protection of rights which is extended to us and safeguarded for us by the government to which we owe allegiance. In its broader sense, it means adherence to and membership in the government whose laws afford us protection, which laws, so necessary for human welfare, we are bound to obey and help enforce in order that the life, liberty, and property of each member will be protected by the combined strength and cooperation of all. Next to the safety of the nation, the protection of the lives and rights of its people is the first aim of every free government.

In a representative government such as ours the sovereign power is vested in and exercised by the people as a whole. They, in turn, delegate the administrative functions of government to public officers. Every citizen has a voice in the selection of the officers who are to govern, and each citizen is eligible to hold office. Membership in a government so organized is at once both a great privilege and a big responsibility. The obligations of citizenship are not fully discharged when each citizen performs only those duties which are by law imposed on him or her individually. In return, for the benefits and advantages provided by his government, each true citizen owes to his country and his fellow citizens a positive duty to do anything and everything within his power to promote the happiness and advance the welfare of all.

The greatest boon any nation can enjoy is a citizenry composed of men and women cherishing the highest patriotic ideals, possessing moral character, physical vigor, developed mentality, clean and clear minds, who know and shoulder their obligations to their country and their fellowmen.

Proper and adequate training to enable everyone to efficiently do his or her part in discharging the obligations of citizenship is the object of all forms of education and the first aim of all really great nations. Such training commences in the home and in our country especially is fostered by educational opportunities afforded by an unparalleled system of free schools and colleges provided by the state. But neither the guidance of parents in the home nor the teaching of instructors in the schools furnishes all that is needed to make the best type of citizenry. Much thought by the best

minds of our country has been and will continue to be devoted to efforts to develop out of the girls and boys of our country the highest and most perfect form of citizen.

Thoughtful men and women of our country recognize the great importance of properly training boys and girls for the making of future citizens. Among the finest ideas ever conceived for the advancement, strengthening, and preparation of our womanhood for the privilege of citizenship was the organization of the girl scout movement. The object and aims of this organization cover a wide range of subjects, touch every phase of domestic and national life, and have for their immediate mission the development of that high standard of honor and integrity which makes for efficient and loyal citizens. On joining the organization each girl pledges allegiance to the flag and to the government for which it stands, and patriotism is both taught and practiced.

As an educational force for good, a nation-wide character building organization like the American Girl Scout movement, designed to develop the highest type of womanhood, which teaches loyalty to each other, to their homes, to their communities, and to their country cannot be too highly praised and encouraged. Membership in an organization whose slogan is "Do a good turn daily," which urges self-discipline, service, and the doing of useful things, the helping of others, and promotes the true spirit of comradeship not only furnishes a schooling which makes of our girls the joy of homes and prepares them in their turn to sit in the councils of mothers, but fits them for the fullest measure of participation in the life and affairs of this greatest democracy on earth.

Our country will be safe and continue to grow stronger and better so long as our girls and boys obey the scout laws, accept the scout teachings, and thus strive to live up to their responsibilities to their nation and their fellow-countrymen.

Winton Badger News

The six girls who had passed their tenderfoot tests were enrolled as Scouts at a scout meeting, Tuesday, July 14. The mothers were present as guests. The following program was carried out:

Candle lighting ceremony.

Song.....	Eloise Sprowell
Reading	Alice Thomas
Tap Dance.....	Gertrude Sprowell
Song.....	Thyrell Toy
Reading.....	Ruth Slaughter

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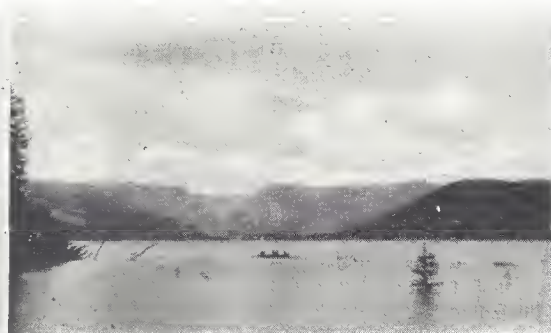


THE SUPERIOR JUNIOR SCOUT TEAM, winners of first place in the First Aid Junior Scout Contest. Left to right—Mary Zullo, Lorene Arkle, Marion Hartwig, Agnes Wall. On the porch steps—Ellen Wall and Mary Ben Richardson.

Song.....Josephine Brack and Jessie Aguilar
Song.....Six new Scouts
Taps

Light refreshments were served at the close of the program. The new Scouts are: Merle Daniels, Genevieve Dodds, Myrtle Henderson, Evelyn Gregory, Irene Dona and Ruth Slaughter.

The Badgers sponsored a public card party Monday, June 27 with players for eight tables present. After seven games of five hundred prizes were awarded to Miss Jennie Huhtala and George Bird, first; Mrs. Harry Warriner and Dan Gardner, second and Mrs. James Jones, free-for-all. Lunch was served.



NEW FORK LAKE

Where the Boy and Girl Scouts have been in camp during the past month. The boys from July 12th to 26th, the girls going the 26th and returning August 9th. New Fork Lake situated in the Wind River range is an ideal place for a camp and an outing for the boys and girls.

Our Little Folks

How We Came to Have Umbrellas

"It is a wise man that makes provisions against a rainy day."

ONE morning in April a wee brownie started out for a walk. It was a beautiful day and there was not a cloud in the sky. He put on a brown jerkin and brown breeches and brown, pointed shoes, and a little brown pointed cap, as all brownies should. His clothing was all new and fresh. He carried his basket over his arm, for he had a bit of marketing to do by the way. He skipped along as merry as any brownie could be on a bright, sunny morning in April.

He bought a jar of honey from a wandering bee, and a jar of butter at the buttercup shop. He drank some milk that he got from a milkweed, and then lay down to rest a bit. By and by a squirrel came along and said, "You had better hurry home. It is going to rain." But the brownie looked at the sky and laughed at the squirrel. By and by a butterfly flew by and said, "You had better hurry home. It is going to rain." But the brownie laughed again and paid no attention to the butterfly.

When it was time to go home, the brownie started across the fields when he felt a drop on his face. "Bless me! what's that?" said the brownie. The sunny April day had changed to a showery April day, and it was raining. It is quite bad enough to be a little child out of doors when it is raining, but think of a tiny little brownie with fresh new clothes, and every raindrop as full as a bucket!

He crept under the tallest blades of grass and tried to cover himself, but it was no use. The raindrops fell thicker and faster, and he became more drenched every minute.

At last he saw, just a little way ahead, a fine broad toadstool. That would make him a good roof! So he ran as fast as his little legs would carry him to get under the stool.

But some one else needed shelter from the weather, too. The brownie ran straight into a huge doormouse who lay safe and dry under the toadstool.

Poor little brownie! He was frightened. The doormouse looked as large as a bear. But it was warm and dry under the toadstool, and very wet outside. The doormouse did not see him, and kept on the other side of the stalk, just peeping out now

and then. The brownie began to tug at the toadstool. It was very heavy. But never mind! Tug—tug—tug—up it came, and off scampered the brownie with the toadstool over his head, and the doormouse was left out in the rain!

By and by a grown-up person with very sharp eyes, saw the brownie, and the grown-up person went off at once and made himself a large toadstool from iron and wood and cloth to hold over his head when it rained. So that is how we came to have umbrellas.

"My goodness," exclaimed the stranger who had dropped into the police court, "they've caught a pretty tough lot this morning, haven't they?"

"You're looking at the wrong lot," said his neighbor, "Those aren't the prisoners. They're the lawyers!"

News About All of Us

Rock Springs

Mr. and Mrs. James V. MacDonald have returned from a vacation spent in southern California.

Mr. and Mrs. John Corazza, and family, are visiting with relatives in Denver, Colorado.

Joseph Starman has returned from Farson, where he has been employed for the past two weeks.

Mr. and Mrs. George N. Darling and Mr. and Mrs. K. E. Darling motored to Jackson, where they spent July 4th.

Mr. and Mrs. Charles Gregory, and family, have returned from a vacation spent in southern California.

Mr. and Mrs. James Reese have returned from Ogden, Utah, where they visited with Mrs. Reese's mother, Mrs. William W. Williams.

Miss Joan Grivna has returned from Cleveland, Ohio, where she has been receiving medical treatment.

Mrs. Joseph VonRembow was called to Salt Lake City, Utah, by the death of a relative.



*Little
Lois Lightner,
daughter of
Mr. and Mrs.
Charles Lightner,
Rock Springs.*

David Jr., the small son of Mr. and Mrs. David P. Miller, is recovering from a minor operation undergone at the Wyoming General hospital.

Eugene Paoli is ill and is confined to his home on Lowell street.

John Freeman has returned from Cheyenne, where he transacted business for the U. M. W. of A.

Mr. and Mrs. Jack R. Dewar have returned from a vacation spent in the Yellowstone National Park.

Jack Koski is confined to his home with an attack of rheumatism.

Dr. and Mrs. P. M. McCrann have returned from a fishing trip to the Fort Bridger country.

Mr. and Mrs. F. L. McCarty are spending a few weeks at their summer home in Pinedale.

George Stashack has returned from Cheyenne, where he received medical treatment for his eyes.

Mr. and Mrs. Thomas H. Smith have returned from their honeymoon and have gone to housekeeping on Bush-

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nell avenue, where they are receiving the congratulations of their many friends.

Mr. and Mrs. Frank Parr, and family, have returned from a visit with relatives in Evanston.

Angus J. Hatt has returned from a visit with relatives in Vernal, Utah.

Joseph Iredale has been confined to his home with illness for the past two weeks.

Miss Anna Bonella, of Lander, is visiting here with her parents, Mr. and Mrs. Tom Bonella.

F. A. Hunter and family and L. P. Hovorka and family have returned from an outing at Fremont Lake.

Reliance

All Reliance is vacation bent, there being a general exodus July 11, leaving our little town a veritable "Deserted Village". The North country has claimed a goodly number of our vacationists although many journeyed home as far east as Illinois and Iowa, others in Utah.

Friends of Mrs. Walter Johnson will be sorry to hear of the death of her father in Rock Springs.

Mr. and Mrs. Harry Lawrence, accompanied by Bill Banks, motored to Chicago, Illinois, where they witnessed the graduation exercises of Nicholas Senn High School, Miss Billie Lawrence being among those graduating. From Chicago Messrs. Lawrence and Banks motored to Sackett Harbor, New

York, where Mr. Lawrence visited his father for several days.

The tiny son of Mr. and Mrs. Joe Miller has been quite sick.

Among the newly weds of our community are Mr. and Mrs. James Grosso. Mrs. Grosso was formerly Miss Victoria Delaurante of Rock Springs.

Mr. and Mrs. Ed Ruotsala and two sons, Eddie and Tauno, are spending their vacation in Seattle, Washington.

Word comes from Astoria, Wash., of the marriage of a one time most popular girl in Reliance, Lila Sturholm being the happy bride.

Mrs. Henry Johnson attended a convention for Girl Scout leaders the latter part of June.

Mr. and Mrs. William Stark and son Jimmy, are vacationing in Logan, Utah.

Friends of Robert Stuart will be glad to hear he has returned from the Mayo clinic in Rochester, Minnesota, much improved in health.

Mrs. William Greek has been quite ill the past week.

Mr. A. W. Dickinson of Washington, D. C., and son Wright of Rock Springs were visitors at the H. A. Lawrence home the past month.

Mr. Matt Medill and Mr. Bill Greek have gone on a fishing trip in the whereabouts of Snake River. We are

all set for "bigger and better" fish stories on their return.

A wedding of interest in our midst was that of Anton Kahan of Reliance and Miss Fannie Krihar of Rock Springs. The young people will make their home in Reliance.

Mr. and Mrs. Fred Bradley and Mr. and Mrs. "Dutch" Render have gone to Higbee, Missouri, on their vacation.

Our space would not allow us to mention all the families of Reliance, who are spending their vacations away, but we wish them all a marvelous time and a safe return to our midst.

Mr. and Mrs. Archie Stuart and children spent their vacation in Los Angeles, visiting Mrs. Stuart's sister, Mrs. Charles Harlaw.

Little "Dude" Stuart, son of Mr. and Mrs. Archie Stuart celebrated his fifth birthday on June 28. Twenty-five youngsters enjoyed a lovely party and "Dude" received many lovely gifts. Prizes for the games were won by Harriet Thomas and Cleo Stuart of Rock Springs. Firecrackers were given as favors for the little folks. A lovely birthday cake was the center of attraction.

Superior

The members of the local Rebekah drill team assisted in putting on the work at a meeting recently held in Rock Springs.

Doris Robinson and Katie Moser left for Salt Lake City, on Thursday, June 11, 1931, by aeroplane, where they will attend summer school.



Douglas Rahm Jr., who with his mother, Margret Telch Rahm, is visiting at the home of her parents, Mr. and Mrs. William Telch, of Reliance.

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Rock Springs, Wyoming

CONDENSED STATEMENT OF CONDITION

June 30, 1931

RESOURCES

Loans and Discounts.....	\$1,180,540.98
Banking House, Furniture and Fixtures.....	128,865.37
Other Real Estate.....	47,500.00
Other Assets	3,325.05
Cash and Due From Banks.....	\$632,745.04
U. S., Municipal and Listed Securities.....	449,525.34

TOTAL CASH RESOURCES..... 1,082,270.38

Total Resources\$2,442,501.78

LIABILITIES

Capital	\$ 100,000.00
Surplus	100,000.00
Profits and Reserves.....	106,390.02
DEPOSITS	2,136,111.76

Total Liabilities\$2,442,501.78

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Dick Norris has returned to California after spending some time in this part of Wyoming. Mrs. Norris has gone to Kansas, where she will visit for a short time.

Mr. and Mrs. Ben Zaring have just returned from a three weeks' vacation spent in California.

Among the students, who have just returned from the University at Laramie are Uno Korhonen, Albert Pelligrini, Leo Arnoldi, Mickey Jablin and Guido Frank.

Ollie Jefferson and family have just returned from a three weeks' trip through Washington and Oregon, where they visited relatives.

Mrs. T. H. Butler and son visited at the home of Jasper McLennan during the month.

Mr. and Mrs. Frank O'Connell and daughter, Wilma, are spending their vacation in California.

Mary McLean is home for a two weeks vacation from Rawlins, where she is employed in the telephone office.

The Charles Dean family and Mrs. Kehoe motored to Fremont Lake, Sunday, June 21, and were the guests of Mrs. George A. Brown.

Mrs. Charles Morgan entertained the members of the Thursday Afternoon Bridge Club at her home on "B" Hill. Prizes were awarded to Mrs. A. Davis, first; Mrs. A. C. Soward, second; Mrs. A. B. Gantz, consolation, and Mrs. W. Clark, guest.

Mrs. Andrew Hood and son are visiting with her mother in Denver.

Dr. and Mrs. Davis and sons have just returned from a short vacation spent in Salt Lake City.

Winton

Winton was quiet over the Fourth, as a great many of the people enjoyed the Fourth at Green River and Pinedale and on fishing trips.

Dr. Krueger drove to Rawlins to attend the State Medical Convention on July 13 and 14.

Mr. and Mrs. A. L. Hansen are vacationing at Yellowstone Park.

The Winton baseball team has made a good showing so far this season, having defeated Mountain View, Eden Valley and Reliance teams. They lost to the Superior team 9 to 7.

Miss Juanita Rogers of Denver visited here over the Fourth with Mr. Hans Madsen.

After many years, it seems as if Cupid has finally conquered one of Winton's most staid bachelors, since it is rumored that Hans Madsen is seriously contemplating matrimony.

We hear that the Winton Second team has engaged an ex-bell-hop pug from Salt Lake City to take on all comers between innings.

Mr. and Mrs. Thomas Foster and family spent the Fourth at Pinedale.

Master Bert Tate had the misfortune of breaking bones in both feet when he fell off a cliff north of Winton.

Mr. and Mrs. Earl Dupont and family are vacationing in Illinois. They made the trip by auto.

The golf bug has invaded Winton and early every Sun-

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day Dr. Krueger, Messrs. Commack and Jones can be seen going to Rock Springs to shoot some golf.

Miss Mary Foster and Miss Edith Bloom of Pinedale are visiting with Miss Foster's sister Mildred, in Los Angeles, California.

Several of the Winton Boy Scouts and Hans Madsen are attending the Boy Scout Camp at Newfork Lake.

Hanna

Miss Evelyn Brindley is convalescing from an appendicitis operation.

Mr. and Mrs. Thomas Meredith and daughter, Marian Jean, visited in Nebraska during June.

Mr. and Mrs. O. C. Buehler and daughter, Margaret, and niece, Dorothy Benedict, motored to Thermopolis and spent their vacation there.

Mr. and Mrs. H. Chadwick and daughters and Miss Evelyn Christensen motored to California and Washington for a month's vacation.

Mrs. Frank Amoss and daughter, Agnes, and Jean Marie Burford, spent two weeks in Nebraska.

Mrs. Bessie Evans and daughter Catherine, visited relatives in Colorado.

The K. of P. Lodge held a picnic at Elk Mountain on June 21.

Mr. and Mrs. William Mathews with their grandson and son visited the Rennys for a few days.

Mr. James Attride is quite ill at his home.

The Boy Scouts with their Scout Master S. L. Morgan spent two weeks camping at Rattlesnake.

Mr. and Mrs. Elmer Johnson of Robertson, Wyo., are visiting with Mrs. Johnson's parents, Mr. and Mrs. Olof Olofson.

Mrs. J. W. Jones visited in Idaho during June.

Mr. and Mrs. George Warburton are the proud parents of a baby girl born Friday, June 26.

Mr. and Mrs. Alfred Hapgood are receiving congratulations on the arrival of a baby girl on July 2.

Mrs. William Nelson visited in Denver during June.

Mr. and Mrs. Hugh Renny and daughter Beatrice, motored to Rock Springs and Pinedale on the 4th of July.

Mr. and Mrs. I. Sherratt and daughter Doris, motored to Lafayette and Denver, Colorado, on the 4th of July.

W. A. Raite spent his vacation at Excelsior Springs, Mo.

The small son of Mr. and Mrs. Lynn Smith is very ill.

Tono

Mr. and Mrs. M. J. Mardicott and daughters, Pearl and Gladys, and Mr. and Mrs. Lawrence Morrel, motored to Copalis Beach, where they spent the week end of the Fourth. On their return they left Pearl at Tacoma, where she took the train to Ellensburg to continue her work at the Normal School.

Mr. William Hudson, who has been confined to the Centralia Hospital, returned home much improved in health.

Bennie Peterson, Sanfre Maki and Henry Ring spent a couple of days visiting friends in Astoria, Oregon.

Mr. and Mrs. J. W. Potts and daughter, Janis, of Seattle, visited Mrs. Pott's parents, Mr. and Mrs. Ben Dowell.

Mrs. John Porich and daughters, Joan and Mary Jean, of Centralia, visited with friends and relatives in Tono.

Mr. and Mrs. John Isaacson and Mr. and Mrs. Ben Dowell motored to Longview, Washington, on the 4th of July to attend the rodeo.

Mr. and Mrs. Charles Price and son from Seattle, visited during the holidays with Mrs. Price's father, Mr. Joe Patterson, and other relatives and friends.

Mr. and Mrs. James Sayce, of Cumberland, spent the Fourth with their two sons, James, Jr., and Bert, and their families.

Mr. and Mrs. Horace Egger and daughter, Beverley Mae, and Raymond and Carlton Messinger, camped a couple of days at Black Lake during the Fourth of July holidays.

Mr. and Mrs. Dave Davis and Mr. and Mrs. James Sayce and family spent the Fourth of July at Black Lake.

Angeline Yedloutschnig, of Portland, spent the 4th and



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5th with her parents, Mr. and Mrs. Fred Yedloutschnig. Byrd and Carroll Friend spent the Fourth at Mary's Corner, near Chehalis.

Mrs. B. B. Burton visited over the Fourth of July in Seattle with her son, Vernon.

Mr. and Mrs. George Clark and family have moved into the house vacated by Mr. and Mrs. Dave Davis.

Mr. and Mrs. William Woods left by automobile for Superior, Wyoming, where they expect to make their future home. Mr. Woods has accepted a position with the mines at the place.

Friends of Mr. and Mrs. Robert Sanborn will be glad to learn that they are the proud parents of a fine baby girl born on June 30th in Olympia. Mrs. Sanborn will be remembered as Miss Ezzlin McBratney. They have named the baby Jacqueline Joyce.

Mr. and Mrs. Herman Kinnunen and son, Eino, of Superior, Wyoming, and Mrs. Victor Maki, of Rock Springs, visited with relatives and friends in Tono for a few days. They expect to visit around Tacoma and Seattle before returning.

Mrs. James B. Corcoran and sons, Pat and John, motored to Butte, Montana, where they will visit with the former's sister, Mrs. Reape, for a couple of weeks. Pat is enjoying his two weeks vacation at this time.

Tommie Warren, Floyd Sayce and Byrd Friend, of Tono, who played on the American Legion Junior Baseball League Team, were guests at the Kiwanis dinner at the Lewis & Clark Hotel, Wednesday noon, July 1st.

Mr. and Mrs. William Martina, daughter Eunice, Evelyn Simons and James Corcoran, motored to the Toutle River, where they camped over the Fourth of July. They also enjoyed good fishing.

Mrs. Joe Patterson and mother, Mrs. Henry Warren, are spending a couple of months in London, Kentucky, visiting relatives and friends.

Mr. James Colvin passed away Tuesday morning, June 23, at Fort Steilcoom, Washington, after a long and lingering illness. He is survived by his father, D. W. Colvin, brothers Albert and Dave, and sister, Mrs. Dave Hall, all of Tono. The body was brought to Stricklin Parlors, where funeral services were held.

Mr. E. C. Way, mine clerk, spent a few days with his family at Seaside, Oregon.

Mrs. George Clark and children spent a couple of weeks with the former's mother, Mrs. Sylvia Coons, at Westport, Washington.

Mr. and Mrs. A. J. Boardman and family attended the funeral of the former's niece, Miss Shirley Mayfair, of Napavine.

Mr. and Mrs. Joe Mossop and son, Joe, and Mr. and Mrs. Wilbert Friend and daughter, Elinor, Steve Androsko and Steve Fusco, visited with the latter's brother Joe, at Seattle. From there they motored to Bellingham, where they visited with John Fusco and family and from there they motored to Vancouver, B. C., where they spent the balance of their vacation.

Mr. and Mrs. Willard Mossop spent a few days with the latter's parents, Mr. and Mrs. Alfredson, of South Bend.

Mr. James McGuire underwent an operation on his eye in Seattle.

Mr. and Mrs. George Paul have moved to American Lake, Washington, where they expect to make their future home.

Mrs. Charles Flannigan and son, Junior, and daughter, Leona, of Billings, Montana, visited with the former's brother, Mr. James P. Forsythe, for a few weeks. While here they have made trips to Copalis Beach, Quinalt and other places of interest.

Mr. and Mrs. M. J. Mardicot motored to Copalis Beach, where they joined Mr. and Mrs. John Isaacson, who had been camping there, and spent a week visiting at the different beaches, Quinalt, Raymond, South Bend and returning home via Olympia.

Mr. and Mrs. Horace Eggler, Henry Becker and Mrs. Marie Eggler and daughters, Dorothy and Dean, motored to Tacoma to attend the Merrick Dance Studios presenta-

tion of "Mort Merrick Dance Revue of 1931", which was presented through special arrangement at the RKO Theater. Florence Lee Brydon, cousin of Mr. Eggler, took one of the leading parts.

Mrs. Dorothy Green, of Port Angeles, Washington, visited with her parents, Mr. and Mrs. William Hudson for a few weeks. Mrs. Hudson is quite sick.

Mr. Robert Clark spent a few days in Isaquah and Renton, visiting with relatives and friends.

Mr. and Mrs. William Price and sons visited friends and relatives at Buckley.

Miss Elizabeth Peterson, daughter of Mr. and Mrs. Bert A. Peterson, Sr., returned home, where she expects to spend the summer. Miss Peterson is Junior High School Teacher at Everett and will return next fall.



Vacations are the order of the day! Those who have returned are very much occupied with mosquito bites, sunburn and fish stories; those about to leave are busy with road maps and time tables, or that is until the wives make up "our" minds where the vacation will be spent.

'Taint what we have,
But what we give;
'Taint where we are,
But how we live;
'Taint what we do,
But how we do it—
That makes this life
Worth going through it.

Mr. D. V. Bell was elected grand commander of the Grand Commandery of Knight Templar of Wyoming at the annual convention held recently in Casper and also chosen as grand high priest of the Royal Arch Masons. Both are high honors and few times has one individual held both offices.

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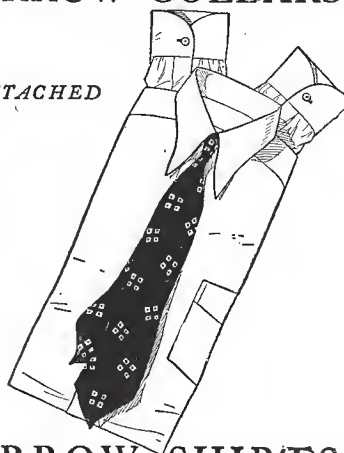
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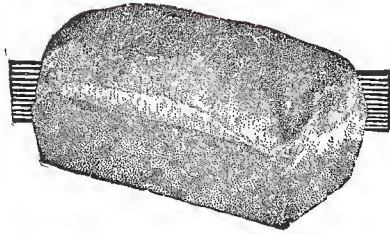
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